

Australian **MODEL RAILWAY MAGAZINE**

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AUGUST 1989

Issue 157, Vol. 14. No.4



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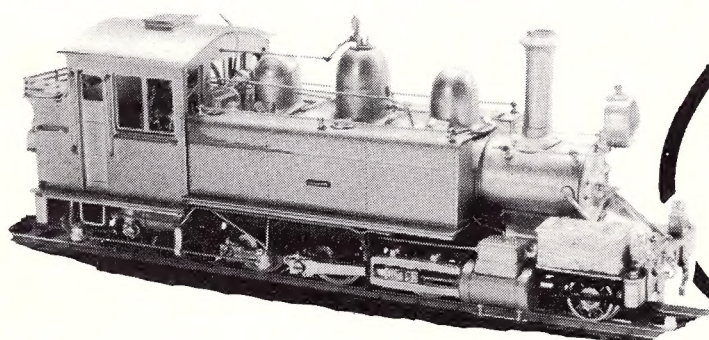


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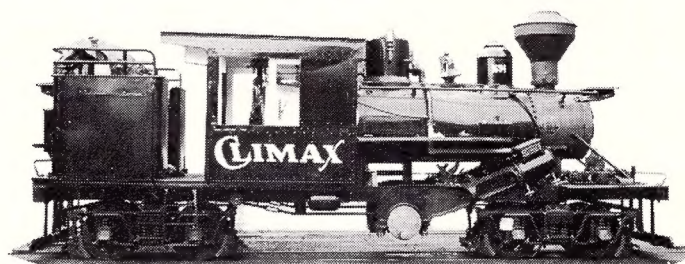
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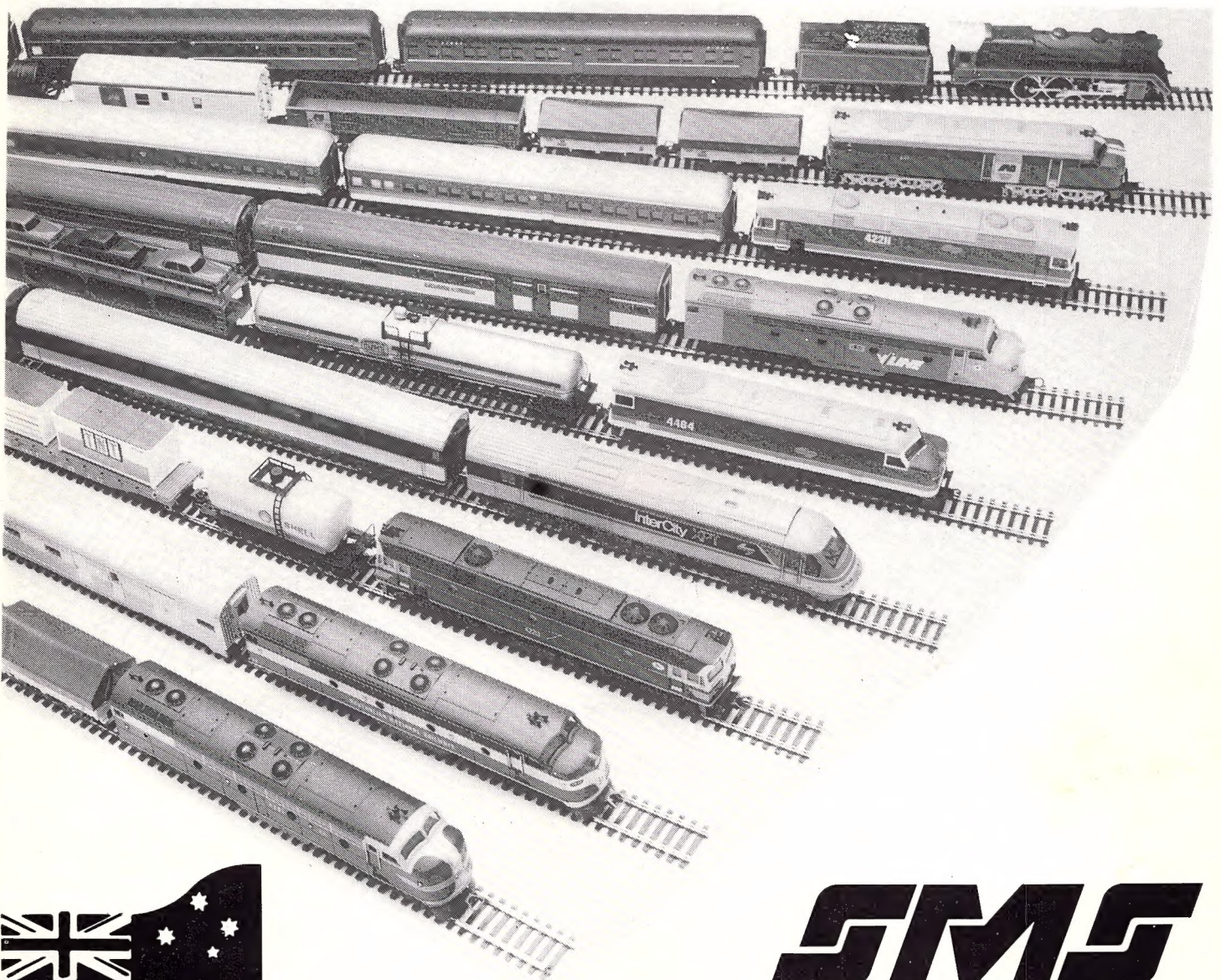
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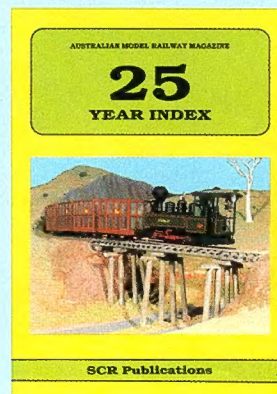
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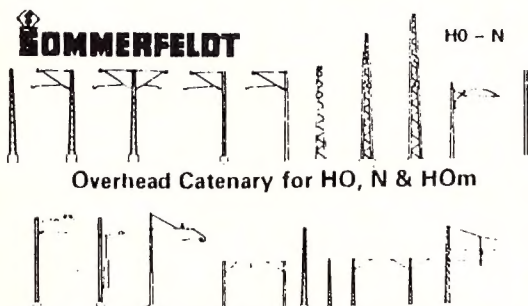
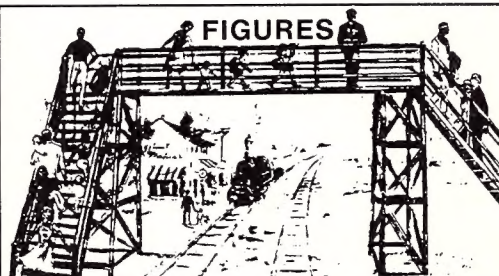
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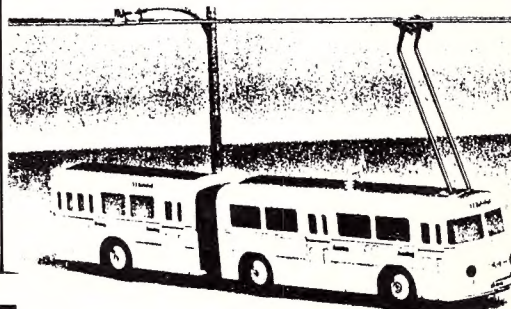
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September 11 - Scratch/Kit Building Workshops
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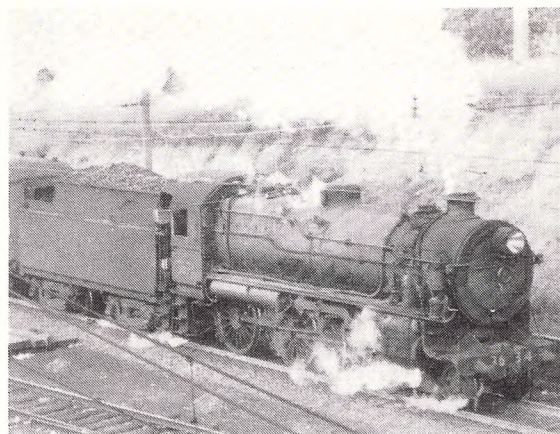
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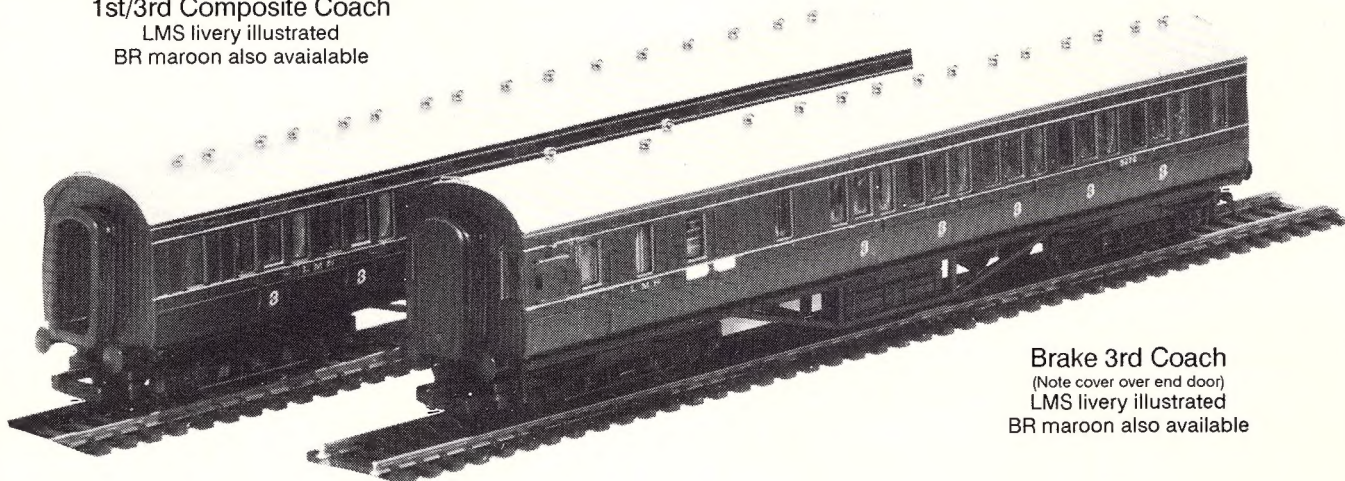
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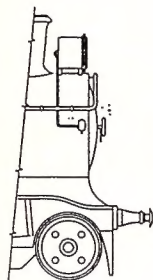
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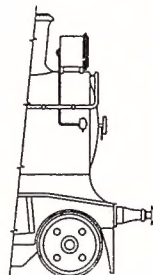
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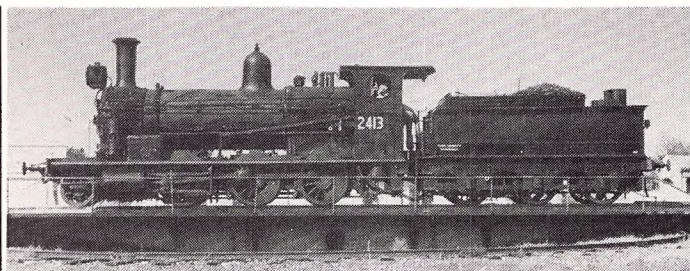
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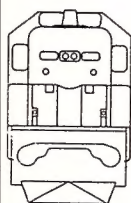


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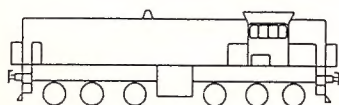
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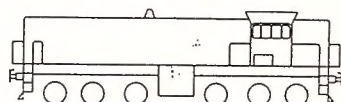
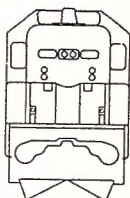
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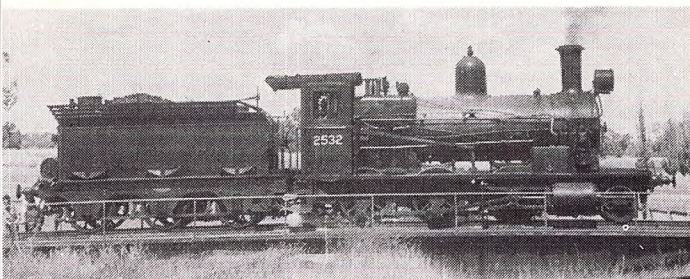


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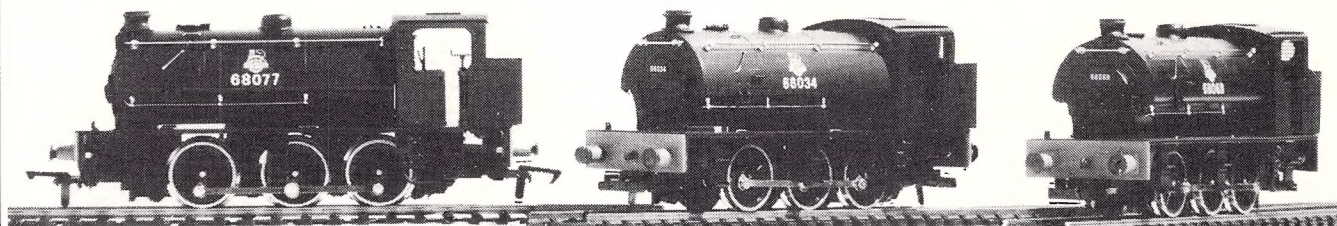
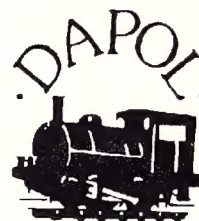
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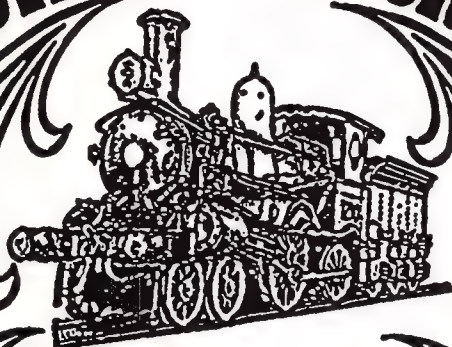
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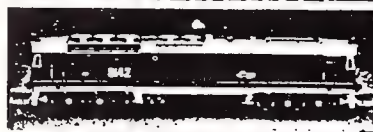
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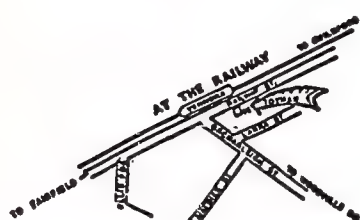
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ADVERTISING INDEX

AR Kit Co	63
America-N Models	58
Apia Mission Model Railway	6
Australian Hobby Centres	77
Australian Locomotive Co	2
Australian Model Craft	59, 80
Berg's Hobbies	76
Bill Webb Model Railway	5
Box Car Hobbies	62
Branch Line	10
Broad Gauge Bodies	60
Broad Gauge Models	61
Capre T-Shirts	66
Castle Hill Hobbies	74
Casula Hobbies	65
Catnip Enterprises	60
Classic Brass Models	9
Dapol Model Railways	10
Euromodel Distributor	57
Fantastic Hobby Shop	69
Five Star Models	64
Footplate Models	7
Graham Farish	64
Horizon Hobbies	6
J&J Hobbies	70
Junction Hobbies	68
Lloyd's Model Railways	7
Mansfield Hobbies	62
Marklin	75
N-Trains	59
P.J.P. Productions	62
Penrith Hobbies	74
Port Transport Models	74
Powerline Models	72, 73
Precision Scale Models	70
Preston Hobby Modelle	60
Replica Railways	8
Southern Models — Lima	2
TNT Mono Rail	4
Tempest Electronics	67
The Big Train Station	8
The Buffer Stop	76
The Model Car Garage	60
Toowoomba Trains	70
Toyman Imports	11
Track-Ezy	68
Train Trader	66
Traintasia	6
W.M.M.S.	66
Woodpecker Model Railways	67

DIARY

EXHIBITIONS

CASTLE HILL — N.S.W. July 22, 23 1989 at Castle Hill Community Centre, Old Northern Road, Castle Hill. Open 9am-6pm (Sat.), 9am-5pm (Sun.). Admission \$2.50/\$1/\$5. Organised by Hills Model Railway Society Inc. details (02) 634 5079.

CANBERRA — ACT August 5 and 6, 1989 at the Malkara Special School, Wisdom Street, Garran. Open 10am-5pm (Sat., Sun.). Admission \$2.50/\$1/\$6. Organised by the ACT Model Railway Society, Canberra Society of Model & Experimental Engineers and Malkara Special School P&C.

BROADMEADOW — N.S.W. August 12 and 13, 1989 at the Broadmeadow Police Youth Club, Young Street, Broadmeadow. Open 10am-6pm (Sat.), 9am-5pm (Sun.). Admission \$3.50/\$1.50/\$7. Organised by Combined Hunter Region Rail Modellers Association, (043) 59 1690.

ADELAIDE — South Australia. October 7, 8 and 9, 1989 at Queens Wharf, Port Adelaide. Open 10am-7pm (Sat.), 10am-6pm (Sun.), 10am-5pm (Mon.). Admission \$3/\$1. Organised by combined Adelaide model railway clubs. Details (08) 381 6593 or 391 0451 (7-9pm).

COBURG — VICTORIA. August 12 and 13 1989 at St Pauls Church Hall, Sydney Road, Coburg. Open 10am-7pm (Sat.), 10am-5pm (Sun.). Admission \$3/\$1/\$5. Organised by Metro Model Railway Group. (03) 350 5218.

MUDGEES — N.S.W. September 2, 3 1989 at Mudgee Police Boys Club, Market Street, Mudgee. Open 9.30am-6pm (Sat.), 9.30-4pm (Sun.). Admission \$2/\$1/\$5. Organised in aid of the Far West Children Home.

TOOWOOMBA — Queensland. September 23, 24 1989 at Centrepont, 323 Ruthven Street, Toowoomba. Open 12 noon-9pm (Sat.), 9am-5pm (Sun.). Admission \$2.50/\$1/\$6. Organised by the Darling Downs Model Railway Club.

BOWRAL — N.S.W. September 30, October 2, 3 1989 at the Bowral Primary School, Bowral. Open 10am-5.30pm. Organised by Berrima District Model Railway Club Inc.

HORNSBY HEIGHTS — N.S.W. October 28, 29 1989 at St Luke's Anglican Church, 157 Galston Rd, Hornsby Heights. Open 9am — 5pm (Sat.), 12 noon — 5pm (Sun.). Admission \$1.50/\$0.50. Organised in aid of Sunday School.

More DIARY on page 47.

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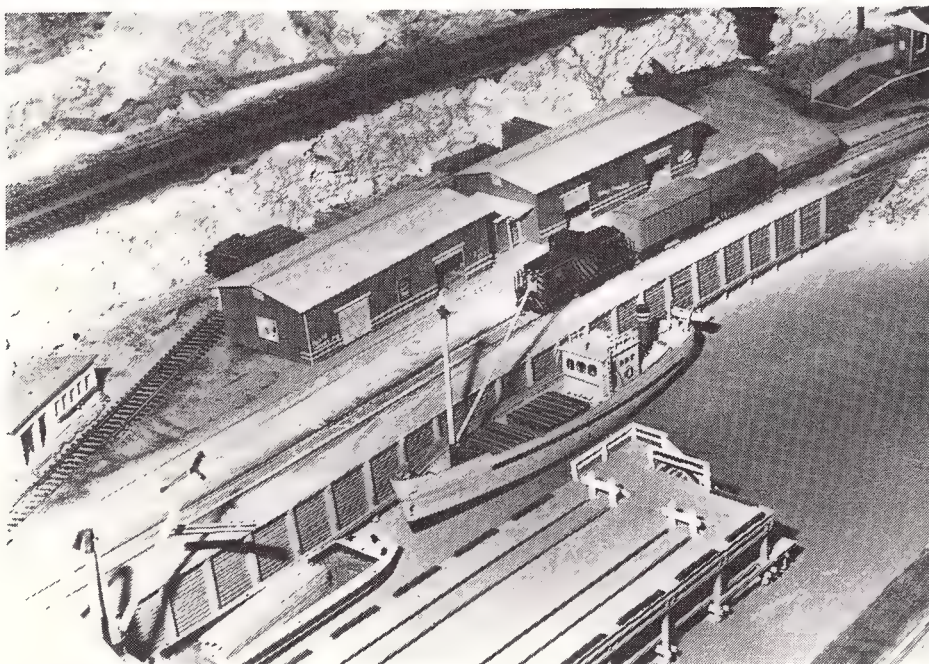
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Traintasia, located on the Queensland sunny Gold Coast, is in the process of changing its extensive model railway display which will replace the European only influence to a mixture of Australian, American and European. The scene above is just one of the new features of this large display. Further detail of this layout are to be found in AMRM NEWS.

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Australian **MODEL RAILWAY** Magazine

COMMENT

By Ron Cunningham

Playing Trains?

Isn't it time we stopped just playing trains?

In a recent encounter with a journalist who was preparing a feature on the hobby, I found myself, along with half a dozen other modellers, involved in a discussion about our involvement in the hobby.

It was not until after thinking about the discussion for several days that I realised that I, and most others present, had spent the evening unintentionally trying to convince the journalist that we were not just a group of grown men playing trains.

I think we probably succeeded. However on reflection I made two observations about the hobby.

Firstly, the general attitude of the public to the hobby, whilst being a benign one, is indeed one of grown men playing trains. (I'm not sure what we can do to change this.)

Secondly, the public's perception of the hobby is basically correct: that is, at this stage of the hobby's development, most of our activity in the hobby is in fact 'just playing trains'.

Now, don't get me wrong. After 25 years in the hobby I would be the first to admit that the standard of modelling in the hobby has risen to a very high level indeed and is on a par with any other country in the world.

A visit to any exhibition or a quick browse through the pages of this magazine will demonstrate the excellence achieved in areas of scenery, structures and rollingstock. However, whilst there have been some notable exceptions, the hobby to date has been largely characterised by collectors (all of us to some extent), model builders both of structures and of rollingstock and layouts which are essentially display platforms for our collecting and model building efforts.

To date, there have been few attempts to actually construct a model of a railway — that is a model of a working transportation system.

When it comes to the actual operation of our layouts, more often than not we have been just playing trains.

Fortunately, I believe there is an emerging trend in the hobby towards the modelling of all facets of a railway, including the reason for its existence — its operation. Increasingly, such matters as era, location and method of operation are being taken into account on layouts.

This trend should be seen as a positive one. It will not detract from our collecting and model building activities but rather will serve as a guide to a more prototypical activity in the hobby.

How far each of us follows this trend will be our own decision, but I would argue that any move towards greater attention to modelling all aspects of the prototype, that is genuinely modelling railways, can only be of benefit to the hobby — and we might just have more fun doing it.

CONTENTS

AUGUST 1989

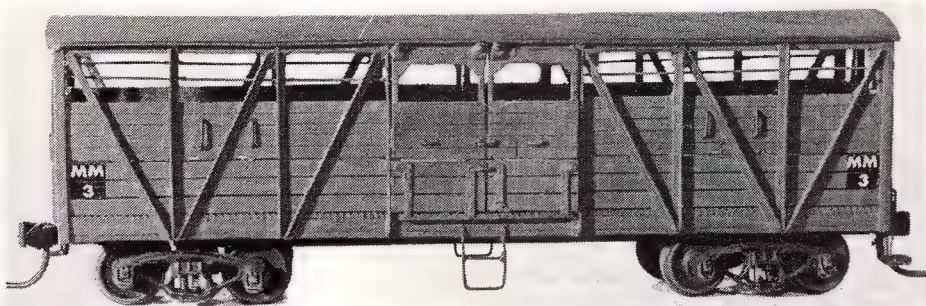
Issue 157 Vol.14 No.4

- 14** **PAGE FOURTEEN**
A coverage of Bill Hoar's HO scale models.
- 15** **BUILDING a C37**
Describing the construction of Doug Clark's model of the proposed NSWGR C37 class Pacific.
- 18** **ANOTHER TRANSISTORISED CONTROLLER**
Ron Solly presents details of an N scale throttle.
- 19** **THE BLACKSMITH and THE FORGE**
A description of a blacksmith's shop by Lindsay Collins.
- 20** **ROAD VEHICLES for MODEL RAILWAYS — 3**
Max Chaseling continues his series on road vehicles.
- 21** **REVIEWS**
Details of the latest trade releases.
- 23** **COLORADO HIGHLINE**
Laurie Green's HO_{n3} D. & R.G.W. exhibition layout.
- 34** **VALE — John Buckland**
- 34** **VALE — Steve Suggit**
- 39** **THE WAGR STANDARD FOOTBRIDGE**
Details of a suburban overbridge from Graham Watson.
- 43** **MAILBAG**
From the pens of readers.
- 46** **EXHIBITIONS — 1989**
Brisbane, Coffs Harbour and Meadowbank.
- 48** **AMRM NEWS**
Trade news and discussion points!
- 51** **KITBASHING THE SOUTH AUSTRALIAN FQX**
The modification of a BGM container wagon kit by Graeme Pantlin.

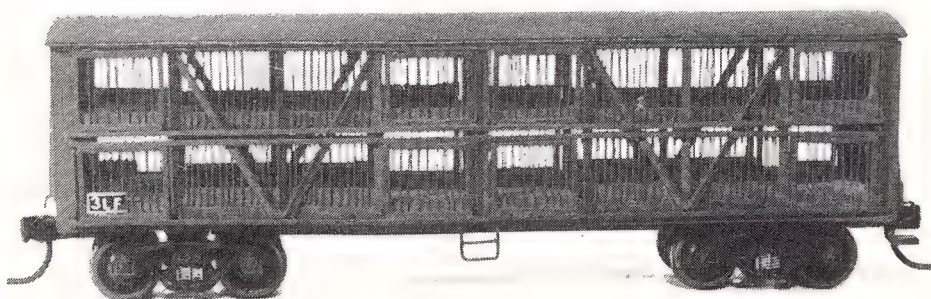
ON THE COVER

BHP's Whyalla-Iron Knob tramway was running heavy tonnage trains when the rest of Australia's railways thought 500 tons was a big train! DE6 and DE4, Clyde-GM Model G12B Bo-Bos ease their loaded train away from the Iron Knob loader, bound for Whyalla. The home made signal certainly does not have that Mackenzie and Holland elegance! Photographed by Ian Dunn, March 29, 1989.

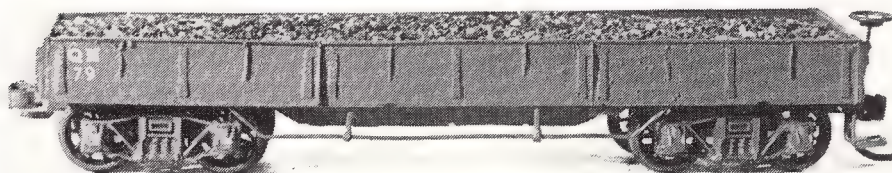
Relax With Model Railways



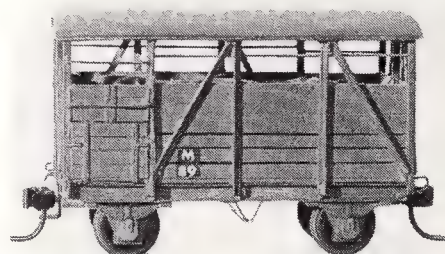
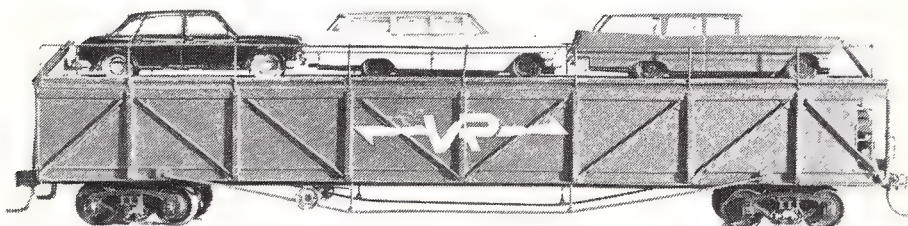
MM3 is a Victorian Railways bogie cattle van built from styrene with the addition of bogies and wire for the strapping. The model is finished off in VR red — naturally.



To carry the sheep on his layout Bill has built a number of sheep wagons. The bogie version, coded LF, has been built with the aid of styrene and wire, with jigs being used to evenly space the wires.

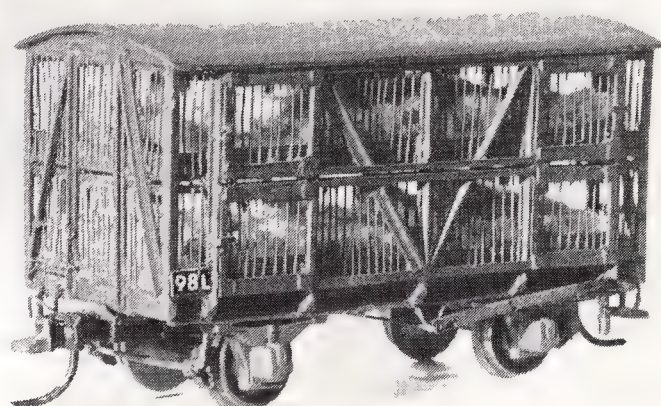
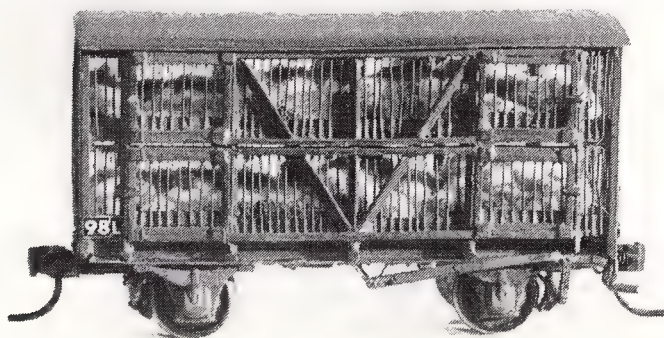


Ballast is carried around the layout on the QN open wagon. This is a steel-sided wagon with metal hinges, and a styrene strip has been used to represent the latter. Wire has been used to make the queen posts and truss rods with archbar bogies have been fitted and the ballast load placed inside the wagon.



M89 was built long before Broad Gauge Models produced their M van kit. Again Bill used styrene and wire but in this instance he loaded it with cattle, the top of which can just be seen over the sides. The axle boxes are from the stock that used to be held by Model Dockyard.

The VR ALX bogie car carrier was fabricated from styrene and wire. It has then been detailed with the use of a number of large American cars, the products of Athearn.

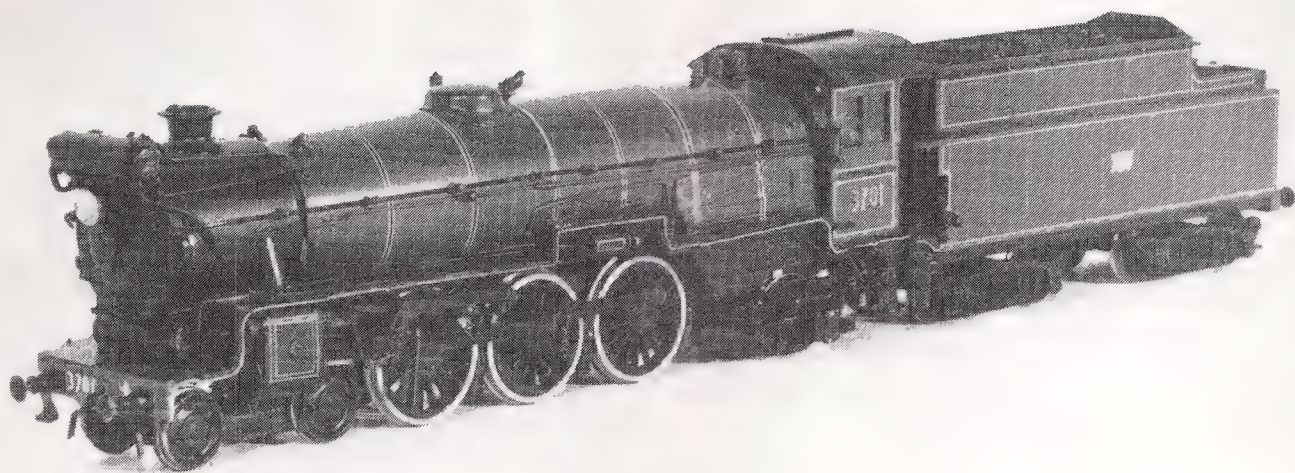


To complement the bogie stock wagons, a number of four wheel L vans have been produced, again using styrene, some small bits of timber and wire. In this instance, with 98L, sheep have been inserted on both the upper and lower decks. These woolly animals have been produced in model form with the use of pipe cleaners. The result is quite impressive.

PAGE FOURTEEN

Bill Hoare

PAGE FOURTEEN this issue covers some of the models built by Bill Hoare who has been modelling for many years, working primarily in styrene. The models illustrated have been scratchbuilt from this very versatile material. Bill's working layout places great reliance on coupler operation. Special attention is given to the Kadees on the models to ensure reliable operation.



BUILDING a C37

Doug Clark describes his conversion of a NSWGR C36 class into the proposed C37 class locomotive in HO scale.

Why a C37?

As a youngster I often had the pleasure of accompanying my uncle, the late P. Donoghue, on locomotive cab rides. Being a Class 1 driver he was often in charge of C36 and C38 class locomotives and I often wondered about the gap in the locomotive classification system.

Later when my interest in modelling developed I researched this gap and uncovered many details about the proposed C37 class. This obsession became so strong that I decided to make a model of this proposed locomotive.

The C37 was to be NSWGR's answer to the problems with the then new 4-6-0 C36 class passenger locomotive introduced in 1925. These problems included poor steaming, blocking of tubes, fire turning over, rough riding and the cracking of the plate frames.

To overcome these problems it was suggested that the 75 strong class be modified by providing locomotives with a wide fire box with increased grate area, increase the total heating surface of the boiler, raise the boiler pressure to 200 psi (pounds per square inch) and add a trailing bogie to take some of the additional weight from the rear end of the locomotive.

It was estimated that the cost of converting the C36 class to a 4-6-2 would be 3,000 pounds (\$6,000) per locomotive. Apart from that cost if a 4-6-2 had been introduced at that time it would have necessitated lengthening

turntables at mainline locomotive depots from 60ft to 75ft which was prohibitive. Lengthening the plate frames would not have solved the cracked frames. This was finally solved with the cast steel frames of the C38 class introduced in 1943.

The design of the proposed conversion reached the drawing stage and I was able to obtain a line diagram of this from the Railway Archives. Another drawing obtained indicated that it was proposed to use the then standard 6000 gallon capacity tender, with the locomotive being fitted with Lentz poppet steam admission valves and an Elesco feedwater system. Eddie Garde, having also built a C37, assisted with details of his model. To assist with my model I modified a Data Sheet plan.

Unfortunately, these conversions were never carried out; although, as late as 1938, when the C38 class was designed, it must have still been under consideration because the class number 37 was reserved, hence the C38 and not the C37 class Pacific of 1943.

Now to the building of a C37 in HO scale.

THE MODEL

Firstly procure by whatever means a round top C36. I used a second run Berg's Brass C36 class model but Berg's also had their first run and there were kits from Prototype, Eames and FSM. In the immediate future both AR Kits and Footplate will have C36 kits in HO scale but

both will only be of the rebuilt version.

Boiler and Cab

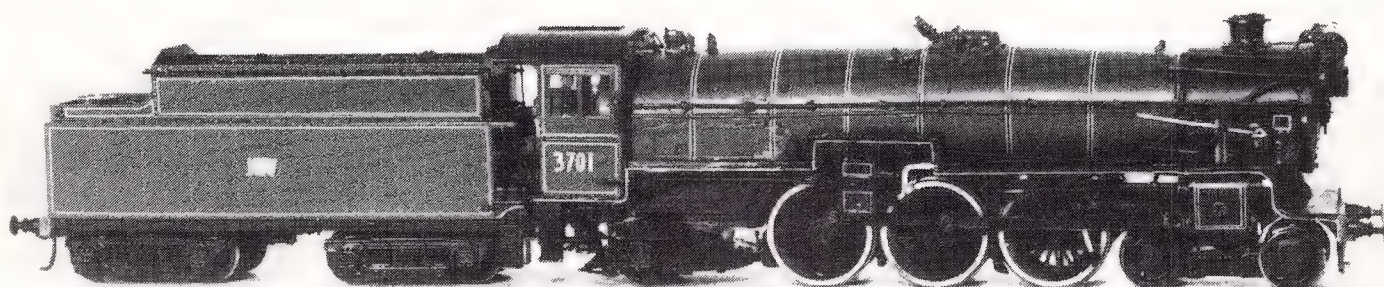
I disassembled the loco into its major components, i.e. cab and boiler, wheels and frames, and tender and since there were no changes to be made, set the tender aside.

Modifications were then applied to the boiler and cab with the boiler being lengthened by a scale 8'3". All of the pipe work was removed from the boiler, and the boiler cut into two sections between the two rings behind the steam dome. The cut was continued right through the boiler, cutting the footplates on either side. Then, a length of tube, the same diameter as the boiler at the cut point, was trimmed to 8'3" in scale length. I used brass tube which was soldered between the two sections of boiler, ensuring that all the cuts were square and vertical.

Next I built the new wide firebox. This was obtained from the scrap box in the form of a Roundhouse Atlantic body — (Walthers Part No. 480-428). The firebox was cut off the boiler and the lower firebox sides were cut away and then ground and filed down to shape so that they fitted snugly onto the sides of the old firebox. It was then soldered into the C37 body.

The gap in the footplates was filled by a step up fabricated from a brass strip so that it looked like the footplate of a D55 class.

To make the C37 look different from an





With the lines of the C37 being drawn from the original C36, the magnificence of the projected class can be imagined. Photographs by courtesy of the New South Wales State Rail Authority.



elongated C36 and add to the character of the C37, I installed an Elesco Feedwater Heater and Pipes (Calscale Part No. 190-2003, Walther's Catalogue) with the heater pump placed under the footplate step on the fireman's side. The heater itself was placed at the front of the smokebox, above the headlight. Under the footplate step on the driver's side, I placed a power reverse (Mansfield Streamlined C38 part). An air reservoir was placed under the front lower edge of the smokebox. The steam dome cover was replaced with a Model Dockyard C38 style one.

Replacement of all the pipework, such as handrails, etc. followed with special attention given to the different feed water pipes from the feedwater heater. The body was now complete and ready for painting.

The Chassis

The frames were then completely disassembled, with wheels, valve gear and cylinders, motor and gearbox removed. The frames were then cut between the 2nd and 3rd driving wheel horn block slots. The distance between

them was then shortened by 2 scale feet, making the slots equidistant between 1st and 2nd, and 2nd and 3rd. (Diagrams suggested that the spacing between wheels was 6' or 21mm.) The frame was then extended at the rear by 8'3" so that it was the right length for the boiler. The rear of the frame was then drilled to accommodate the insulated drawbar and screws to attach the frame to the body.

When this was completed, the cylinders were replaced along with the wheels and the valve gear. The connecting rods between the 2nd and 3rd driving wheels were too long and had to be replaced or shortened by 2 scale feet. I soldered them together, reinforcing them with thin brass strip. The keeper plate was then cut and shortened to suit.

When the valve gear and wheels were replaced, I checked that I have a good rolling chassis, then attached the rear trailing truck. To be different, I used a Hodges trailing truck (Cal Scale USRA trailing truck — Walther's Catalogue No.190-2000). Others have used a C38 trailing truck. With this attached, the motor/gearbox and drawbar were added, en-

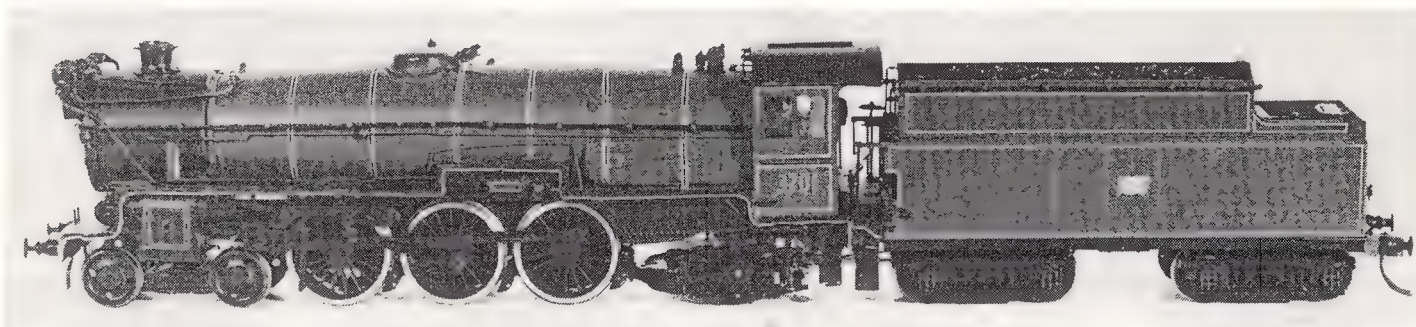
suring that it worked electrically — no shorts — and the wheels did not bind at any speed.

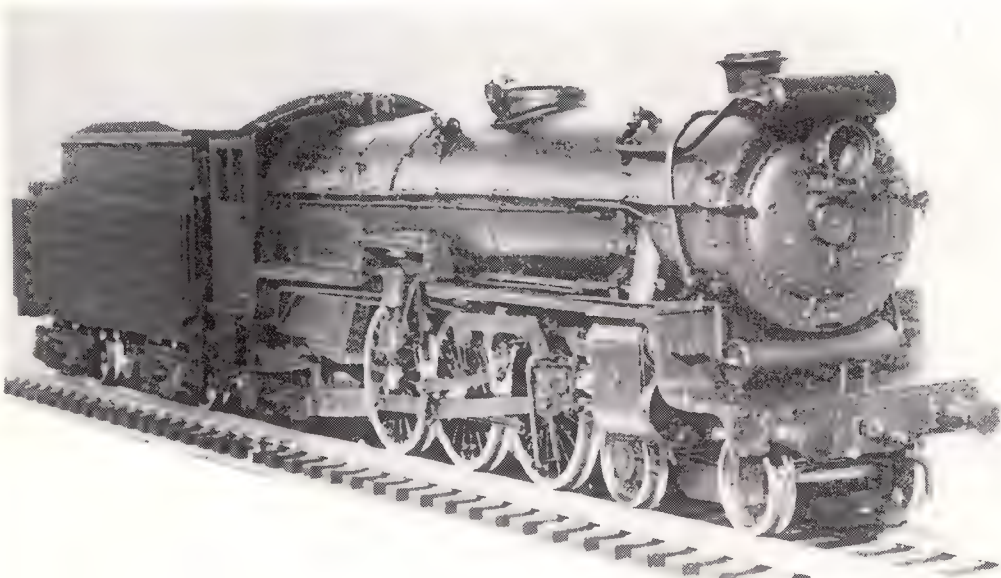
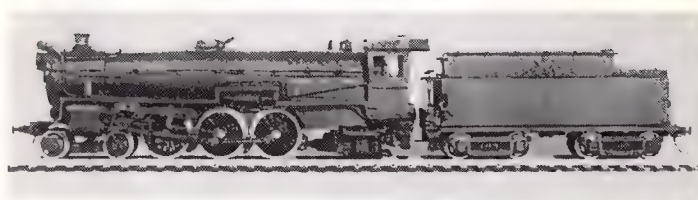
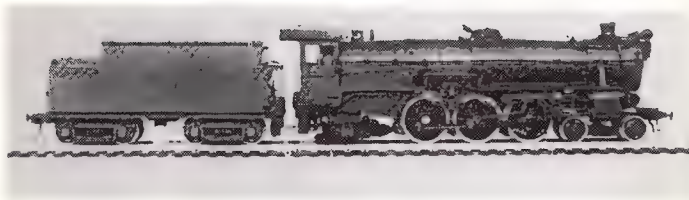
The loco was then re-assembled, ready for painting. Initially it was painted black which highlighted surface blemishes and after these were dressed up the model was painted in the style of the LNER Pacifics, with Apple Green livery and black smokebox, cylinders and frames. Geoff Beniston attended to the painting using Floquil Chrome Etched primer as a base with Floquil Southern Railways Green being the main colour and Humbrol Gloss Black the complementary hue.

Acknowledgements

This model, and the accompanying article, was produced with the help of Neil Cram, Eddie Garde, with information on the Clyde style C37; the SRA Archives for the original line drawings of the proposed C37; and my associate Geoff Beniston who not only finished the model in a grand style but also added continuous encouragement.

Now for the 39 class!





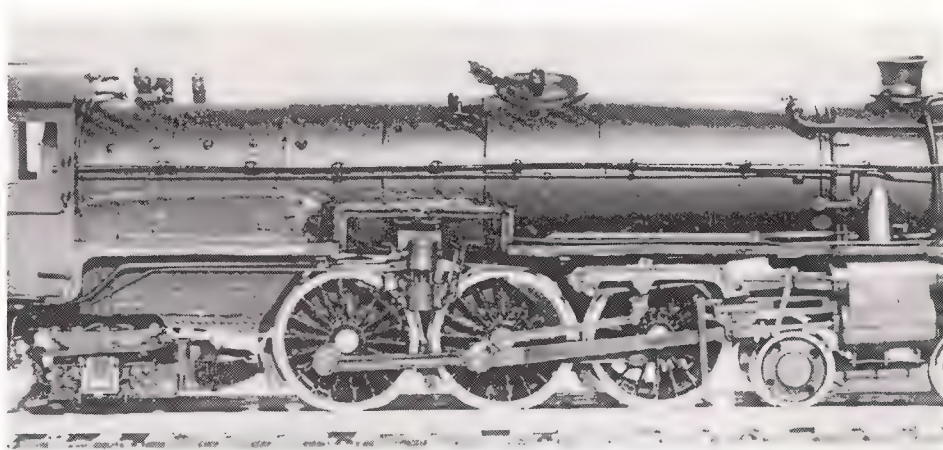
This group of photographs were taken in 1986 shortly after the completion of the model. It had been painted black to highlight the areas requiring special attention prior to receiving its final livery.

The view to the left shows the feedwater heater and associated piping along with the repositioned air reservoir. The MV 199 headlight lens had not yet been fitted.

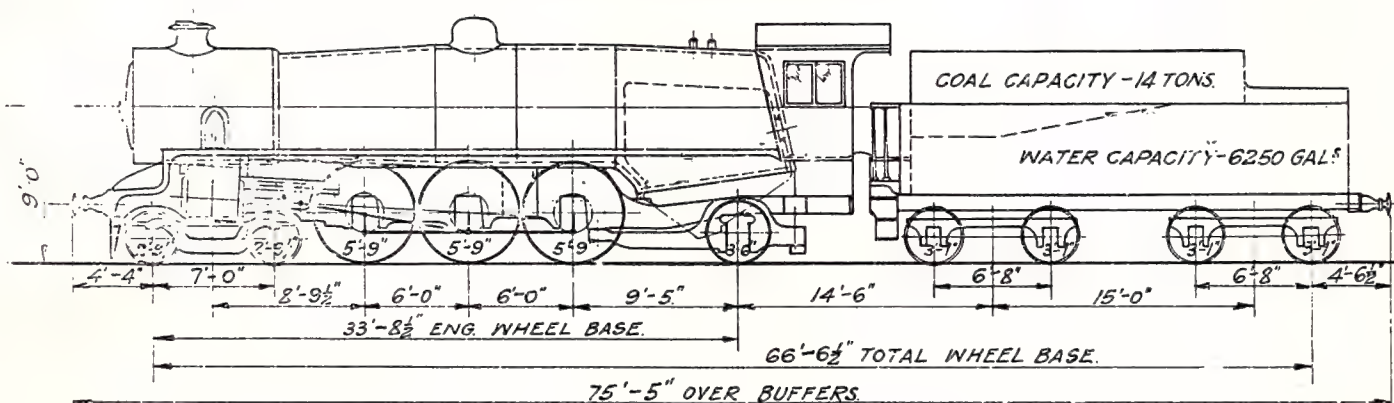
The view to the right displays the join in the lower section of the firebox. This was cleaned up along with the mis-shaped footplate step-up before the model was given its final coat of paint.

EDITOR'S NOTE

An article titled 'Proposed Steam Locomotive of the N.S.W.R.' with drawing by Denis C. Toohy was published in the March 1987 issue of the Australian Railway Historical Societies' BULLETIN. This is still available from the ARHS Sales Centre, PO Box E129, St. James, 2000. The copy includes a sketch of the C37 and is priced at \$3.60 plus postage.



NEW SOUTH WALES GOVERNMENT RAILWAYS PACIFIC (4-6-2) TYPE LOCOMOTIVE



Proposed 37 Class

Published by the courtesy of the NSW SRA

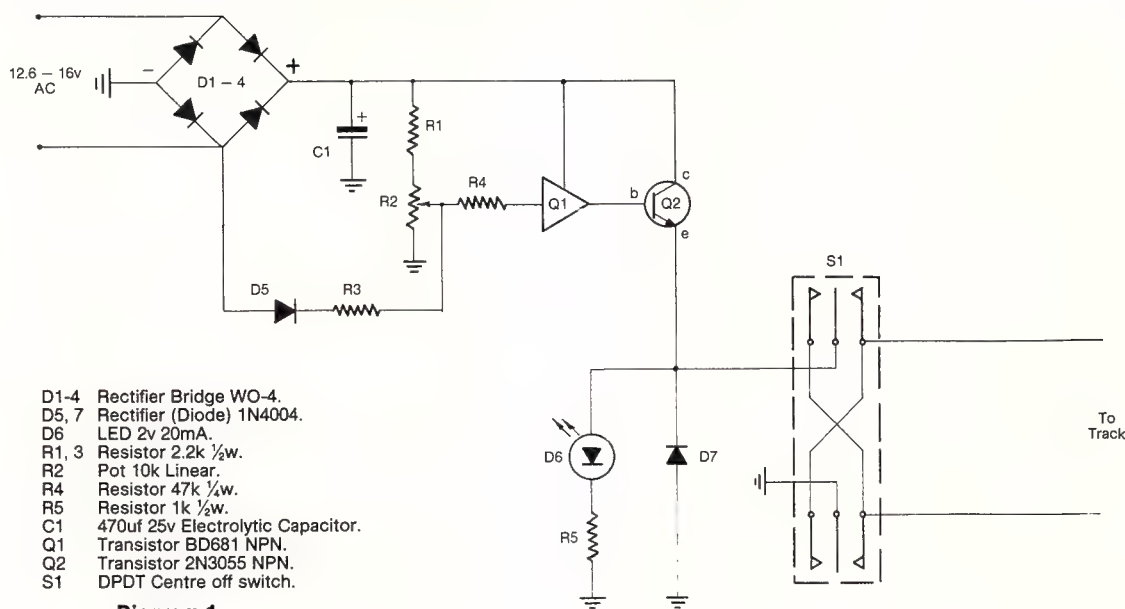


Diagram 1.

ANOTHER TRANSISTORISED CONTROLLER

Ron Solly describes the components of an N scale controller.

When I returned to the hobby of railway modelling after several years, one of the problems which I had on the previous layout was to have a controller that worked to my satisfaction. This time I obtained about 12 different circuits and have tried four of them — adjustable voltage regulator with inertia; with Op-Amps and electronically generated pulses of different types; and variations to the standard transistor controllers with pulse and inertia.

The circuit presented satisfies my needs especially for N scale and is a combination/adaption of many circuits previously published over the last ten years. The circuit described has three main sections — Power supply, Control and Pulse.

The Power supply of D1-D4 and C1 may not be needed if you already have a supply giving about 16 VDC smoothed. The bridge unit of D1-D4 quoted has a 1.5 amp rating which is suitable for N — for HO use a bridge with a higher rating.

The Control consists of resistors R1,2,4,5; diode D7; LED D6; switch S1 (double-pole, double throw, centre-off); Q1 transistor which is a Darlington connected pair of transistors in one case and Q2 power transistor. The connections of R1,2,4, Q1 and Q2 are standard to give a smooth output to the track. The LED D6 and R5 are connected across the output and will indicate the voltage output. (Open circuit will indicate normal brilliance and a short circuit almost extinguishes it.) Diode D7 is also across the output reverse poled so that any reverse voltages that may appear on the track either from the motor when the power is removed or by

running into other blocks that have another controller connected and in the reverse direction will prevent damage to Q2. Switch S1, being a centre-off type, prevents creeping which may occur with can type motors. A heat sink is only required for Q2. R1 and R4 are maximum speed limiters which can be altered to suit your needs.

The Pulse component of D5 and R3 allows positive pulses only to be used when the pot R2 is shifted from minimum. This pulsing will be over-ridden by the normal smooth supply as R2 is increased. This pulsing works very well on Lima 3 pole and Bachmann 3 and 5 pole motors, allowing fine shunting operations.

If this facility is not required, leave D5, R3 and C1 out, thereby relying on the normal DC

ripple from the bridge rectifiers to help in the 'stiction'/clogging of the motors. Of course, the voltage available to the track is reduced, especially if the AC input is only 12-13 volts.

I have built this up with R2, R5, D6 and S1 in a hand-held unit. Six wires are required for the cable which can be connected via plug and socket to allow for walk-around control. All the parts are available ex Tandy or Dick Smith for about \$20 which is a lot cheaper than the commercial controllers.

For those who require inertia and braking, changes around R4 as per Diag. 2 will provide these features but of course the pulse will not be as effective as C2 will tend to smooth the pulse. (Replace R4 with R4A-RAD, D8, C2, S2 and S3).

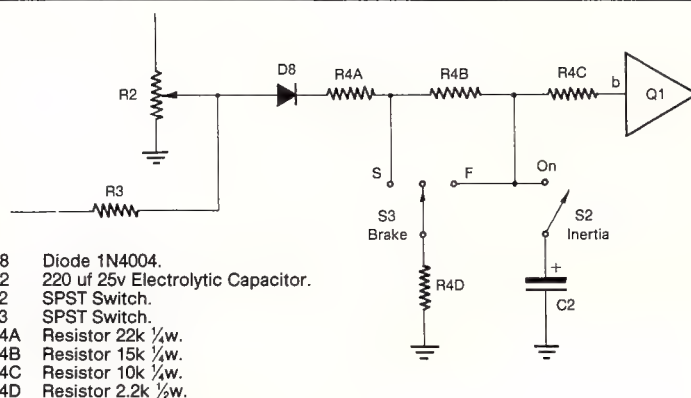


Diagram 2.

The BLACKSMITH and the FORGE

Lindsay G. Collins

Amongst the ready-to-place scenery items available today are two or three models of a forge, complete with blacksmith and a horse being shod, and some clutter.

The only drawbacks with them is a lot of modern modellers have never seen a working forge, so assume everything present is 'right'.

As a horseman, as well as a railway modeller, I have over fifty years of the equine world to base the following observations on.

The architecture of the forge varied greatly, not only from country to country, but also within that country. In England and Europe there were forges over two hundred years old, and virtually unchanged, except for the ever growing heap of old horseshoes alongside or out the back of the forge.

Often built of brick, or local stone, the outward opening doors were always of timber and in some areas were just double doors, and in others double half (or stable) doors.

Interiors tended to be darkest at the back where the forge and bellows (or blower) were sited, a leg vice and perhaps a post or wall mounted drilling machine. Sets of half-made or finished horseshoes hung from rails or nails on the walls.

Often the steel rack was fixed to one or other of the outside walls, while a coal, coke or charcoal bin, a three sided affair, was also nearby. A short brick chimney protruded through the roof. Often the area in front of the forge was paved with slate, cobbles or

bricks. The 'shop' had but an earth floor.

In America and Australia, forges were built from any handy, durable material — timber, bricks, galvanised iron, or, even in hot areas, merely a few posts supporting a roof.

Should you show the 'smith working at the anvil, be careful which way you position it. A right-handed 'smith has the beak or horn (the pointy end) facing to his left and a left-handed 'smith has it facing right. In some parts of Europe the rule is reversed. The distance from forge to anvil is but a step or two, never more, otherwise the iron would get cold too quickly.

If, as in one European kit, the 'smith is busy shoeing a horse, again care is needed here. In European 'shops he had an assistant to hold the horse's foot up for him. In England, America and Australia, the 'smith pulled or lifted the hoof onto his knees to fit or nail on the shoe.

Also, a good 'smith never has the shoe red hot to try the fit; to do so dries too much oil out of the hoof. Instead, the shoe is 'black hot' or just hot enough to scorch the horn.

Some horses required a specially made shoe and anything out of the ordinary was burned into the timber of the doors, as a sort of record and advertising. Some shops, out the back, had a 'crush' where the really unruly horses were shod.

Above the doors was where the 'smith displayed his name and calling:

J. McLaren & Sons — Blacksmiths & Farriers

H. Hall — Farrier

Newmarket Shoeing Forge — D. Hall, Prop.

Dilges Bros — General Blacksmiths and Wheelwrights

are but a few of the many I remember, and I'm sure many of the older readers will recall similar names and trades in their own towns.

If you've decided to add wheelwrighting to your forge, add a few half rims hanging up inside (half circles of timber, not over 2" wide, to make the rims of wheels). Outside the shop add the tying plate (Diagram 1) onto which the wheel was bolted down, ready to have the hot steel tyre fitted, then quenched out.

Many of the older forges were often half hidden by a big old deciduous tree, an elm, oak or, as in the poem, a spreading chestnut.

You can't go wrong modelling a small forge. Even in big cities they were quite numerous, just as service stations are today. So long as you get the details right.

Although most forges were worked by two or three men, there were some very large ones, like Lancaster's Shoeing Forge, in the suburb of Fitzroy in Melbourne, with nine firemen and fourteen floormen hard at it all day shoeing. A fireman is the farrier who makes the shoes at forge and anvil, and the floor man is the offsider who pulls the old shoes off, dressed the feet and, when the fireman had fitted the shoes, nailed them on and clinched up.

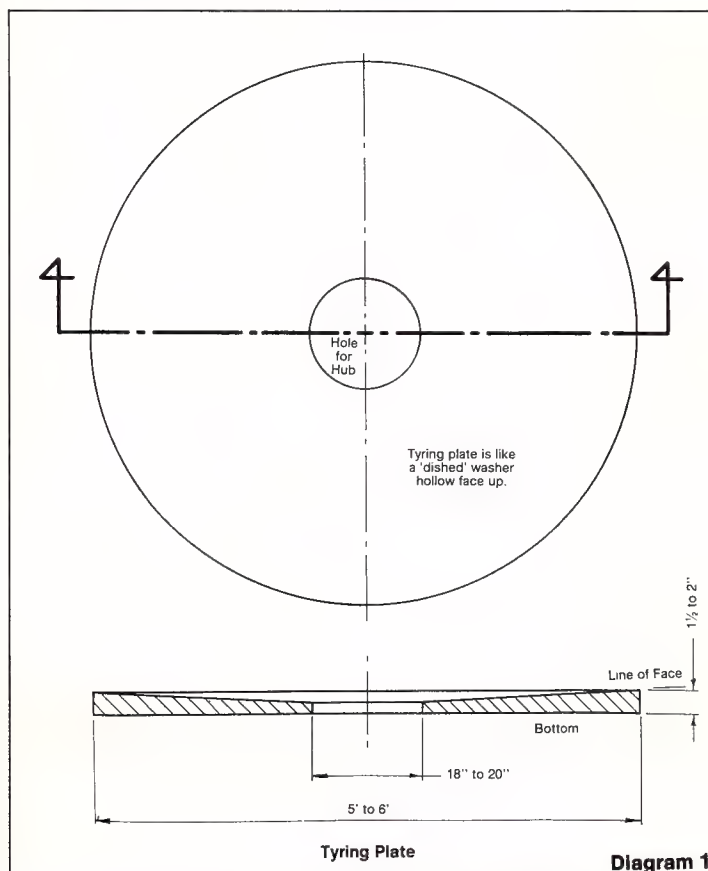


Diagram 1

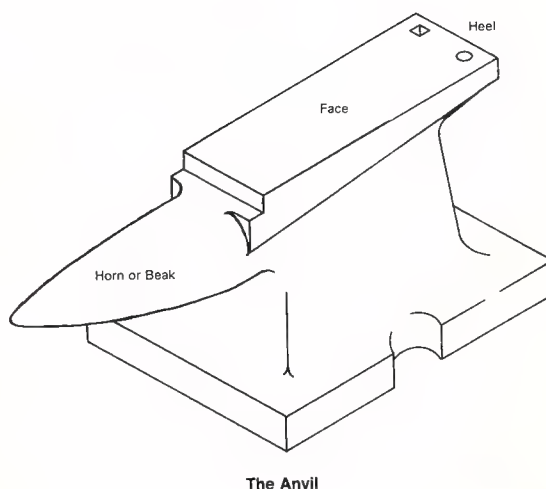
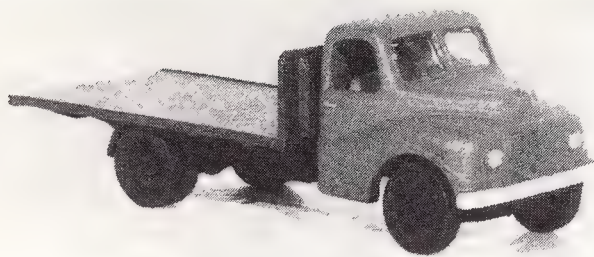


Diagram 2



1955 Austin truck — assembled Weico whitemetal kit.

ROAD VEHICLES for MODEL RAILWAYS Part 3

*This issue Max Chaseling covers the
assembly of the HO scale
Weico Austin truck kit.*

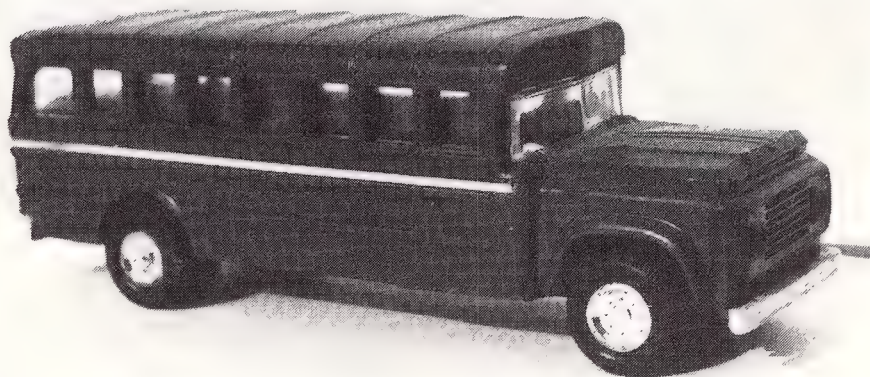
In the previous column under this heading, we may have been too philosophical but I believe it is important to be seeking wisdom about our hobby and to have reasons for what we do. It is unfortunate for many that they can give reasons for not doing anything.

It was at a 'bull session' last night when one of the group said "I will do anything I can to get someone started in the hobby or help him with genuine problems but no-one is going to have a model railway at my expense or, worse, waste my time with insincerity." I think this says it all — do we make time for beginners or do we brand them all as armchair modellers?

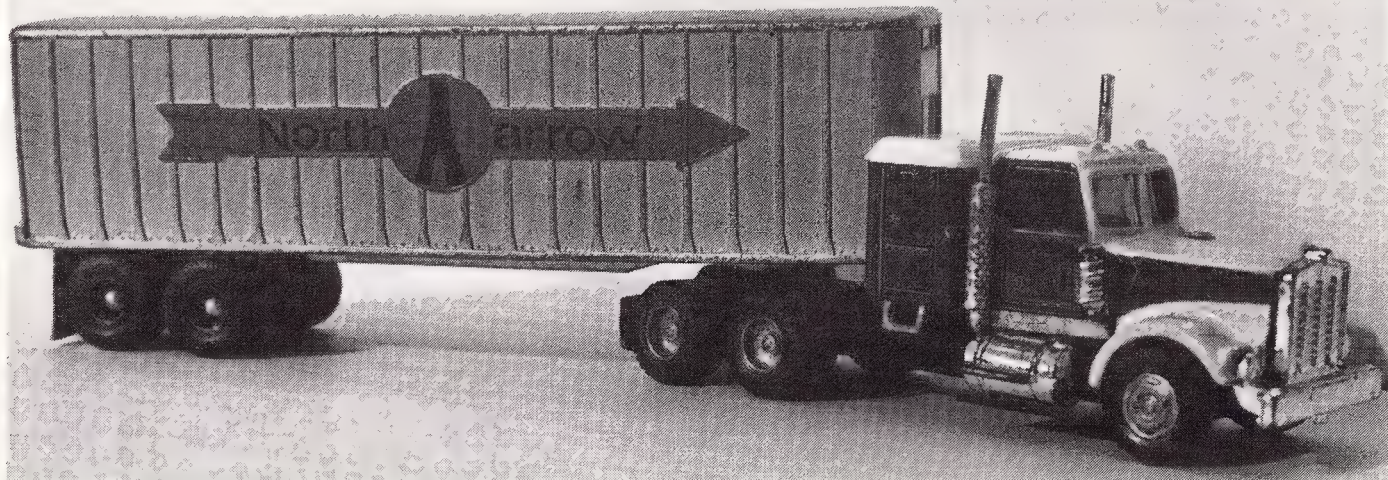
Enough said.

Weico Models deserve much praise from HO and N scale modellers who dare to model the Aussie scene. Their range of Holden vans, utes and sedans has now been augmented with a Falcon sedan and Ford F100 ute and truck. I am a soft touch for tray trucks and, with the generosity of Ipswich Model Trains, I now have a 1955 Austin truck kit to review for this column. The detail is almost as good as that on an old Matchbox army water tanker I have.

It is a beaut. There are 12 clean whitemetal castings and two steel axles. Clean-up necessary is on the wheels, around the windows and under the front bumper bar. Unfortunately the detail and finish on the bonnet and grill are less than the usual expected from this manufacturer and so a high gloss finish is 'not on' for this truck.



Ford Transit bus — modified Lindberg school bus kit.



Kenworth semi-trailer — Diecasts, see text for details.

I find that a set of fine files and a modeller's knife with a pointed blade is all that is necessary for cleaning up these kits. The instructions recommend Araldite or Superglue and whilst I favour the latter, I found a Wheel Works whitmetal kit a few years ago which would not take this modern fast setting acrylic. I had to use Araldite (epoxy) for the complete job. It could be that they had used some mould-release agent which has some residual effect, even though all parts were cleaned.

Cleaning is next and most important. Everyone has his own and no doubt effective system. I use a clean container, clean methylated spirits or some other form of alcohol which won't be wasted on this project, and a fine bristle tooth brush. It is not necessary to be as fussy with finger marks as in preparation for painting but a drip-dry on an inert surface is wise medicine.

Whilst it is not intended to present blow-by-blow assembly procedures, mention is made of traps and techniques which arise. You will find assorted parallel strips of wood and plasticard most useful in assembling models so that things look square when the glue has set. A beaut workbench is the flat armour glass panel off an old TV receiver because it is flat and unlikely to break, but do use a wood cutting board to save the knife.

For holding things together, consider thin strips of masking tape or rubber bands; they can be cut off subsequently without knocking off headlights etc. Clamps come from wooden clothes pegs (cut to shape), fine long nose hair curlers and even thin strips of sheet lead. Any doubts about true assembly (say a wheel onto an axle) should be solved before the glue hardens. A simple robust assembly jig is the answer. Robust is necessary because of the devastation a misplaced finger can cause.

A dry run is always necessary before assembly just in case. In this case we found the cab pointed uphill with the chassis horizontal (like a real one with a bent chassis). This was adjusted with packing pieces under the front and rear of the cab. This also provided clearance between wheel and arch. The wheel axle holes are slightly off-centre but it is not significant if you are not going to fit a working motor or transmission.

When finally assembled and cleaned up, the Weico Austin almost looked too good to paint — but we did. An all-over light coat of etch primer was applied after a clean and dry under cover (to avoid dust). The red primer is OK if you want subsequent dark colours but I find that a light grey primer permits freedom of choice and greatly assists with the colour depth or thickness of paint necessary for the good-ole reds, whites and blues. Don't forget boards are not black but grey/brown and tyres are dark grey and dirt — not black. One last point — Krystal Kleer for windows (ask your hobby shop).

If you have further information and/or experience, the Editor will pass on mail, but feel free to use the correspondence pages if you have the need.

Again in HO I found a Lindberg plastic kit for a US Ford school bus. If the mandatory yellow is avoided, it can be a typical country region-to-rail feeder bus and with right hand drive if you are game. I like it.

Do not overlook the possibilities from matching unrelated bits. A pantech trailer of Matchbox origin from the junk box was mated to a Kenworth prime mover from a Hong Kong blister pack, with some Letraset signs to become a reasonable HO representation for road service.

In the next article we propose to talk about N scale vehicle availabilities and we hope to assemble a 1:76 scale Merit 1927 bus.

REVIEWS

Compiled by A.M.R.M. Staff

Wooden Hut Kit in HO scale by Faller. Imported by Australian Model Craft, PO Box 517, Wahroonga, 2076. Price: \$10.50.

Based on a typical European forest log hut, this kit, No.947, is recommended for beginners and consists of 52 moulded parts in three colours — black, deep green and brown. It is accompanied by a set of detailed instructions as well as interior detail. This is provided in the form of a black-out masking with curtain materials, which is printed on paper and has to be folded into a box for insertion inside the model prior to fitting the roof. The instructions were well detailed and easy to follow. In model form it is 72mm wide, 111mm long and 53mm high.

The detail on the kit includes verandah, shutters and a tar-covered roof. It is very similar to the huts used on construction sites in industrial areas in the fifties and, with suitable detailing, would be of ready use in almost any prototype situation.

The parts fitted easily together without the need to clean up, apart from the sprue. I found this kit very easy to assemble.

Matt Gallagher

NSWR MHO Brake Van Kit in N Scale by Ian Lindsay Models. PO Box 124, Pendle Hill 2145. Price: \$19.95.

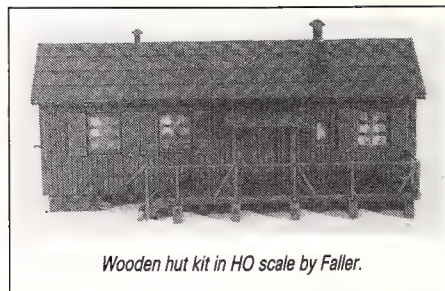
The MHO van first saw service in 1925. The first 6'6" long van was built by the NSWGR. Other builders including Clyde Engineering and Ritchie Bros. supplied many more vans up to the year 1954 when a total of 55 were on the register. Constructed to match mainline passenger stock, they have a high canopy-ended semi-elliptical roof and straight sides with four wheel bogies and have an average weight of 32 tons and a capacity of 20 tons. Loading is via side doors. A wide sliding door provides access to the parcel/baggage section while access to the guard's compartment is by a centrally located swinging door. The guard's lookout is positioned on each side. The vans have a compartment which was used to convey coffins at one end. Originally these vans had matchboard siding but as time damaged this fine timber work it was replaced by plain panelling. This is the style in which the kit has been reproduced.

In service they were attached to the rear of passenger trains.

The epoxy resin kit comes in a plastic bag with a two page instruction sheet which tells how to prepare the parts before assembly, assembly and finally painting schemes. The parts are free from flash and the windows are covered by only a fine layer of resin which is easy to remove with a sharp knife. The second sheet of the instructions is an illustration of which parts go to which end. Assembly is straightforward using super glue to hold the parts together then reinforcing this with 5 minute epoxy resin. Any bent parts can easily be straightened by warming the parts in the sun or warm water and then letting them cool on a flat surface. The floor on the kit I reviewed was very bent but straightened easily using this method.

The parts fit together well with a small gap at some joints which is easily filled with putty. The model is then ready for painting. Prior to assembly the glass in the windows should have been cleaned of resin and the parts washed with acetone to remove release agent. After painting the lining can be applied if desired, and then the lettering after which a coat of matt varnish completes the process. The floor can now be located in place and the bogies fitted, I used 8BA screws with nuts glued to the top of the floor so the bogies can be removed if required.

The last job to do is to remove the paint from the glass in the windows. This is similar to the removal of the epoxy resin at the beginning of the kit. The end result is a fine looking van to put behind your passenger trains; a good kit at a reasonable



Wooden hut kit in HO scale by Faller.

price. The bogies I used were the Green Max bogies recommended in the instructions and cost \$5.95.

David Bennett

Catalogue for N Scale by N-Trains, PO Box 257, Merrylands 2160. Price: \$3.00.

This 16 page hard-covered 210mm x 145mm booklet covers the range of products produced by N-Trains for the NSW N 1:160 scale models. The catalogue is illustrated with black and white photographs of the range of kits that have been produced by N-Trains and also lists some of the kits planned for future production. All photographs are of the full size prototype.

Decals produced by N-Trains have also been listed and these are printed larger than actual size so the modeller can see what is included on each decal sheet. The interesting aspect of this catalogue is that it illustrates some of the planned models for N-Trains and that includes the FG passenger car in December, the HLX in October and the NGMF grain hopper also in October. It is also interesting to note that the CPH Tin Hare is listed in the catalogue even though these were not sold as an advertised line.

This catalogue contains very handy information for the NSW N scale modeller, and also includes a separate price list.

Bob Gallagher

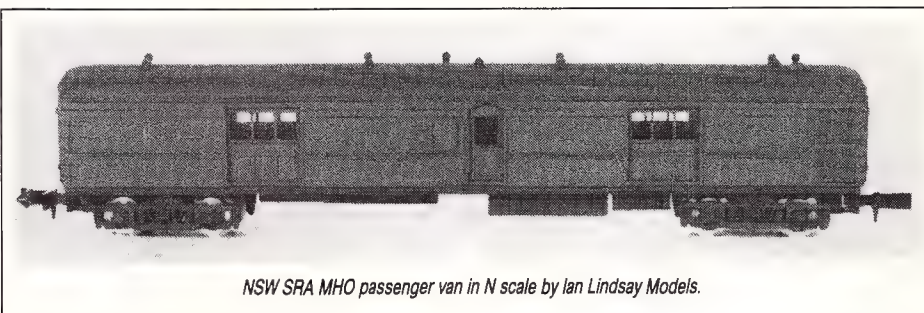
Four Bin Wheat Silo Kit in HO Scale by Sentinel. Distributed by Australian Model Craft, PO Box 517, Wahroonga 2076. Price: \$35.00.

All through the Australian countryside large concrete wheat silos can be found. These structures dotted across the countryside are landmarks without peer. In fact, many country rail locations can be identified by their wheat silo. It seems that nearly every modeller I speak to would like one of these large structures somewhere on his layout. There are almost as many types or kinds of silos as there are silos. A keen observer would have noted many different styles and types across the countryside.

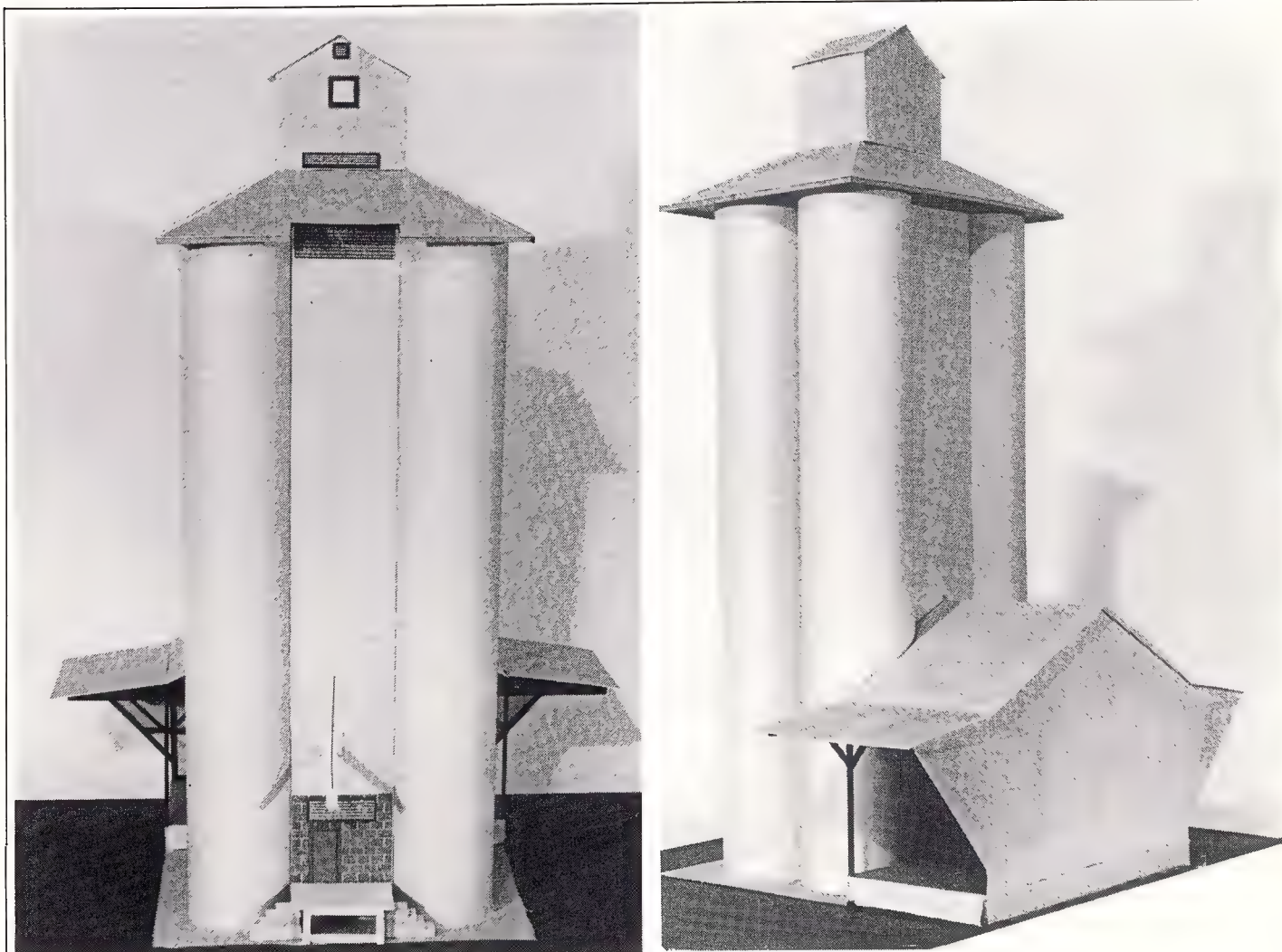
Sentinel, continuing their popular Australian Country Series, have produced a wheat silo kit. The model kit is based on, and I quote from the instruction sheet, "prototypes at Holbrook and Walla Walla, NSW and whilst it is not an exact copy of any of them, it is a reasonable representation of all of them, albeit cut down somewhat to make it of acceptable size for an average layout".

The kit comprises cardboard tubes, 12 printed sheets, pre-formed platform steps, timber for framework and wire for downpipes. Also included is a comprehensive set of instructions, construction tips and diagrams. Following the instructions, not to the letter (I can't seem to do that), I assembled the various required sub-assemblies with no trouble. In fact, the complete model was assembled without drama.

I'm not a great fan of cardboard models, as such. Assembling this model did nothing to change my mind. At various stages of construction I found myself adding extra detail to give some added depth, or having to add further bracing material to keep the sub-assemblies square. The included photos of this model are of my 'unfinished' model; there is still a degree of detail yet to be added. I was impressed by the way all the sub-assemblies went together. Little trimming was required. I also replaced a few of the sub-assemblies like the rail platform and



NSW SRA MHO passenger van in N scale by Ian Lindsay Models.



Australian Model Craft's HO scale grain silo.

delivery chute with ones made from styrene.

Grain silos are BIG. Sentinel has produced an inexpensive kit which is uncomplicated to assemble, yet will produce a very realistic structure. With care and patience, a modeller is able to create that landmark structure. This kit is another worthwhile product from Sentinel.

Ian Thorpe

The NSW SRA NQFX/CFX Container/Flat Wagon Kit in HO Scale by AR Kit Co., PO Box 736, Grafton 2460. Price: \$20.50.

The CFX entered service in 1975 and is a 19.61m vehicle fitted with bulkhead ends. Manufactured by Electric Power Transmission, 160 wagons were built over a two year period, their road numbers being 21469-21650. The wagons were designed for multi-purpose traffic and, as such, were fitted with container pockets, stanchions and removable tie-down lugs. Being used for interstate traffic, they were fitted with exchangeable bogies and, unusually, the Davies and Metcalf brake system. They were recoded NQFX in the early 80's in the national recoding plan.

For modelling purposes this is an ideal modern wagon for it can be used for carrying steel, timber, cement, containers and a

number of these wagons are fitted with a centrally mounted diesel generator set for the carrying of frozen meat in containers between Macksville and Brisbane.

The kit is supplied in a poly bag, the assembly instructions being printed on the rear of the card header. The detailed components have been moulded in grey polystyrene and include the main body as a single component, two side sills, two end bulkheads, two overlays for the bulkheads, brake gear, styrene for the pocket base and code board, bogies, bogie screws and two containers. Decals have been supplied for the detailing of the wagon and containers.

Although a simple flat wagon, these vehicles have an immense amount of detail, most of which has been reproduced on this model. This detail includes the scalloped chain anchor edges on the outside edge of the container pockets, raised steel support on the deck and plug-in tie-down ring sockets. The main body component has the deck holes pre-moulded while the underside is detailed with the centre sill and cross members. The side sills have to be added to the body individually as well as the end sills. Both are simple procedures as long as the instructions are followed.

However, there is one aspect which may need clarification. This is the assembly of the end bulkheads which are supplied in two sections — the main body and the component called the bulkhead overlay. This overlay is placed on top of the detailed outer face of the end bulkhead and glued in place, producing the three dimensional I beam sections of the bulkheads. This overlay includes such detail as tie-down rings and it is a very simple task to add the two together and should be completed while the end bulkhead is laying flat. The bulkhead is then positioned onto the main body as per the instructions and secured in place.

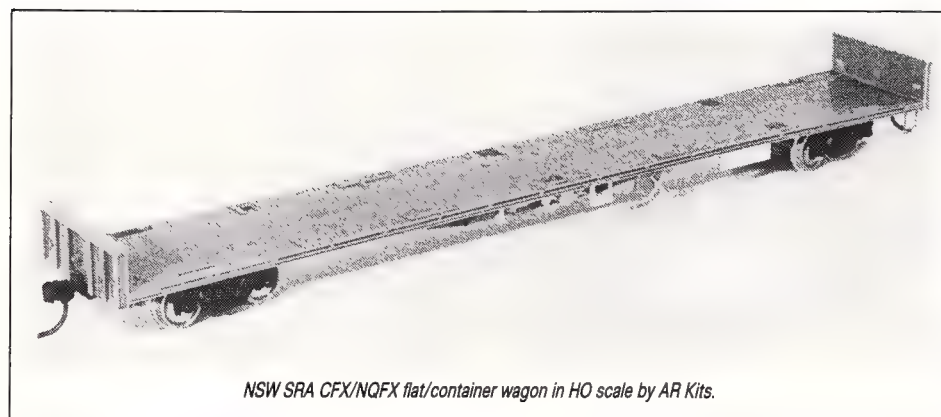
The top of the bulkhead is located approximately 9.5-10mm above the deck and it is essential to spend time ensuring that this section is square and evenly fitted before gluing. The two channel side sills also include the full length tie-down rod as well as the shunter's steps. This is simply glued onto the side of the model.

In some instances this component is not straight but it readily straightens out when secured onto the wagon side. It is important here to ensure that this side section does not protrude above the deck, nullifying the detail of the raised metal container strengthening sections on the deck.

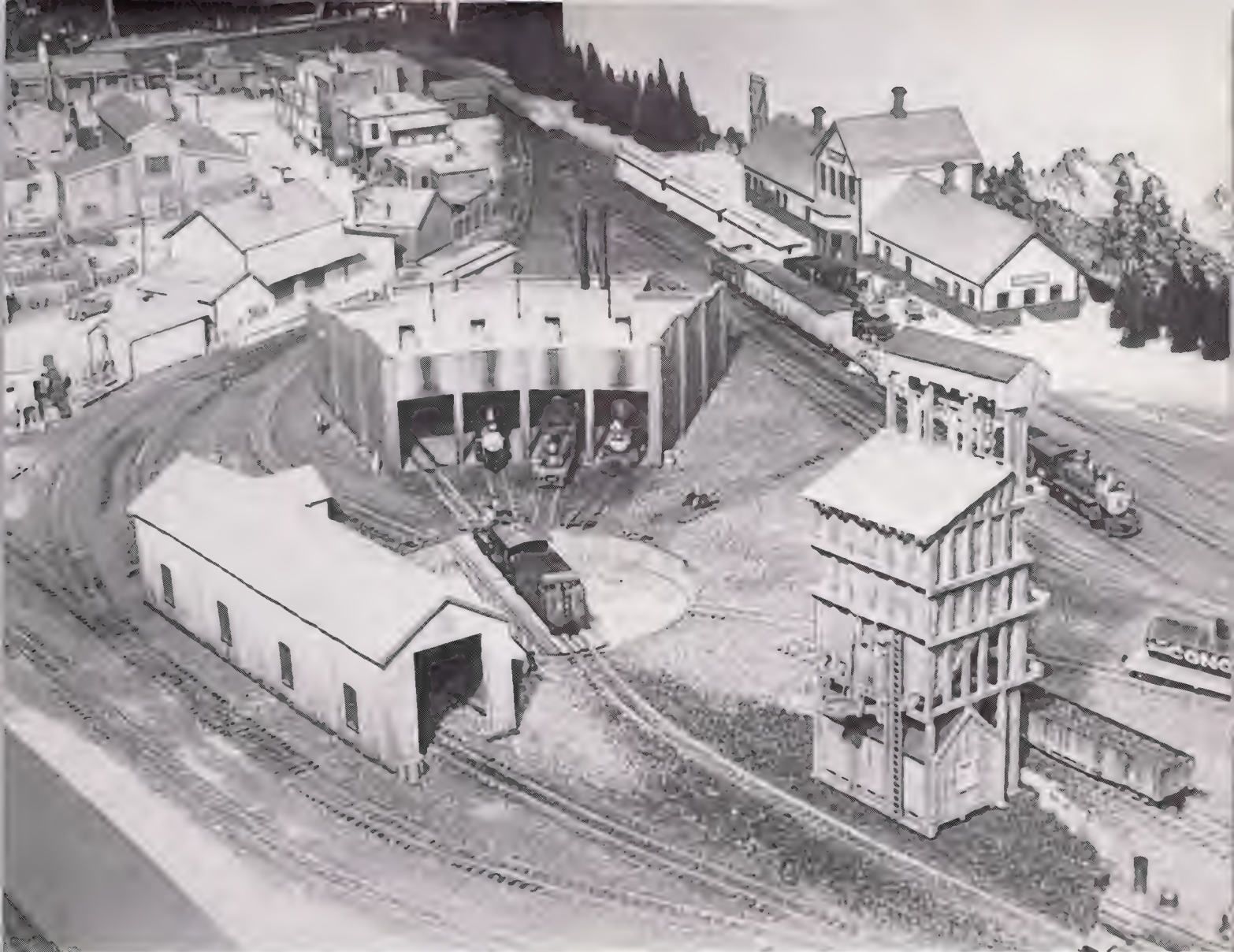
The remaining task of completing the model is rather straightforward. The instructions show where all the brake gear is positioned and it is important to note that it is wise to locate the components that hang from the edge of the side sill behind the side sill using the recess as an aid in securing these small components in place. One point of warning, however, is to note that the code boards which have to be cut from styrene section, are applied on the right hand end of the wagon and not the left as shown in the illustration on the front. They are 44mm from the centre ribbing as shown on the instructions but they are diagonally opposite and not directly opposite as shown in the instructions.

Bogies are readily added and for the first time with AR Kits provision has been made for bolster screws. A little care is needed but a superb fit is achieved. When fitted with Kadee No. 5s the wagon is the correct height above the track. The total as-

Continued on page 35



NSW SRA CFX/NQFX flat/container wagon in HO scale by AR Kits.



COLORADO HIGHLINE

I will spare you the long history of my involvement in modelling narrow gauge railroads. It is littered with a lot of frustration, quite a few layouts and a great amount of enjoyment. My interest has always been in American narrow gauge, but it wasn't until a trip to the United States of America, part of which was spent touring through Colorado, seeing and riding the many preserved narrow gauge railroads

Featuring Laurie Green's HO_n3 D&RGW narrow gauge railroad located in the Colorado Rocky Mountains.

The township and engine facilities of Durango are illustrated above. The depot is at the rear of the layout and the coal stage and loco depot in the foreground. The control panel is in the top left hand corner. (1988)

Photography by Bob Gallagher

Many structures have been used to give the layout character. The timber buildings and surrounding yards are full of extra detail, the sort of odds and ends that are usually found around old buildings. Authenticity has been added by weathering the signs on the fencing. This building was in the location where Tefft township is now located. (1987)





4-6-0 481 hauls the breakdown train over the long trestle heading towards Durango.



The author at the controls at an exhibition. For public display Colorado Highline is so long that Laurie needs the use of high-powered binoculars. This permits him to be able to closely observe what is happening at the other end without having to leave the controls. It is also an added bit of humour for the viewers at the exhibition.

D&RGW C16 2-8-0 No. 278 runs off the curved trestle at Tefft and heads into the long tunnel to Durango. (1987)

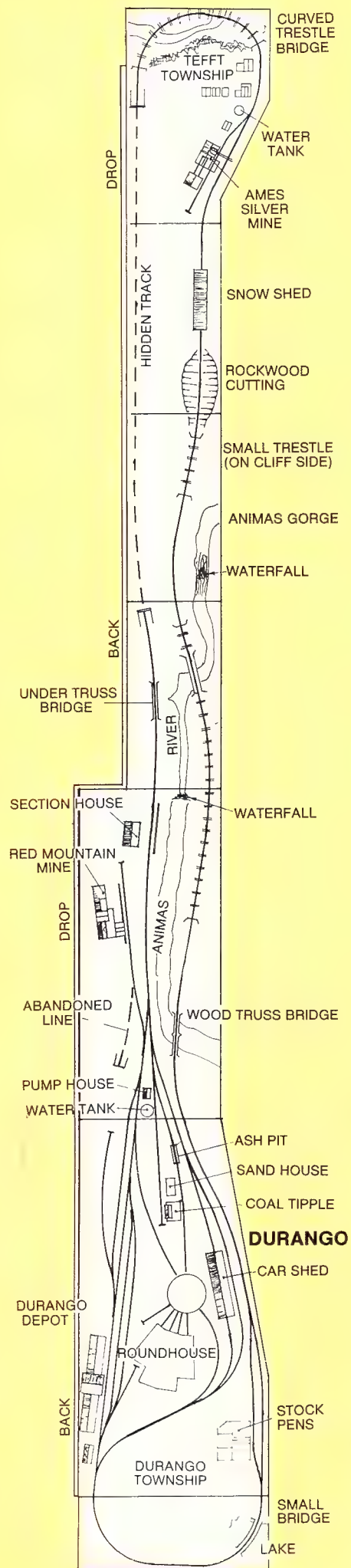


The township of Tefft as displayed at Sunbury in 1987. Temporary timber dwellings have been profusely used. (1987)



Horse drawn vehicles are a feature on this layout, as can be seen with the FC Lloyd wagon being hauled across a dusty street. (1989)





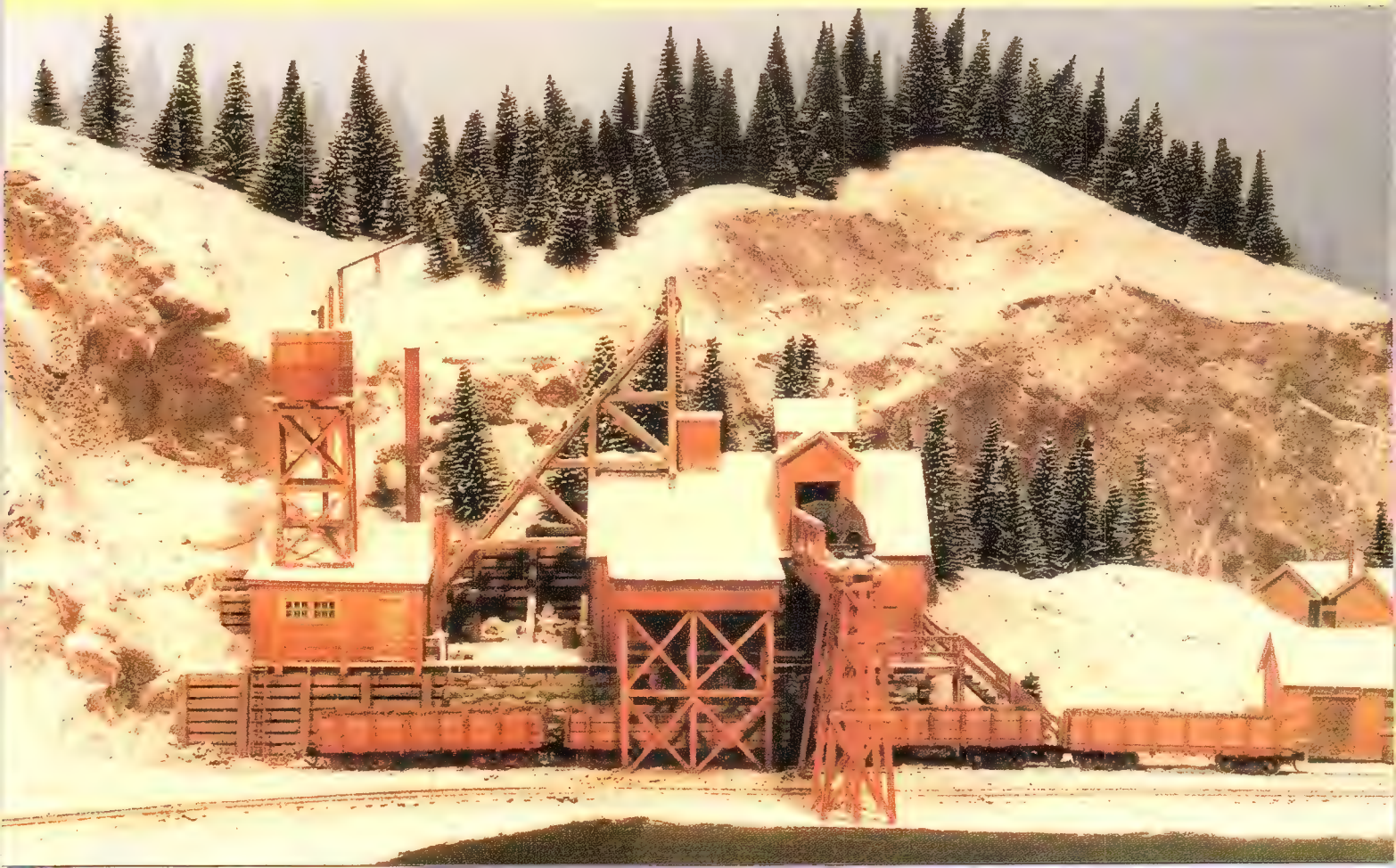


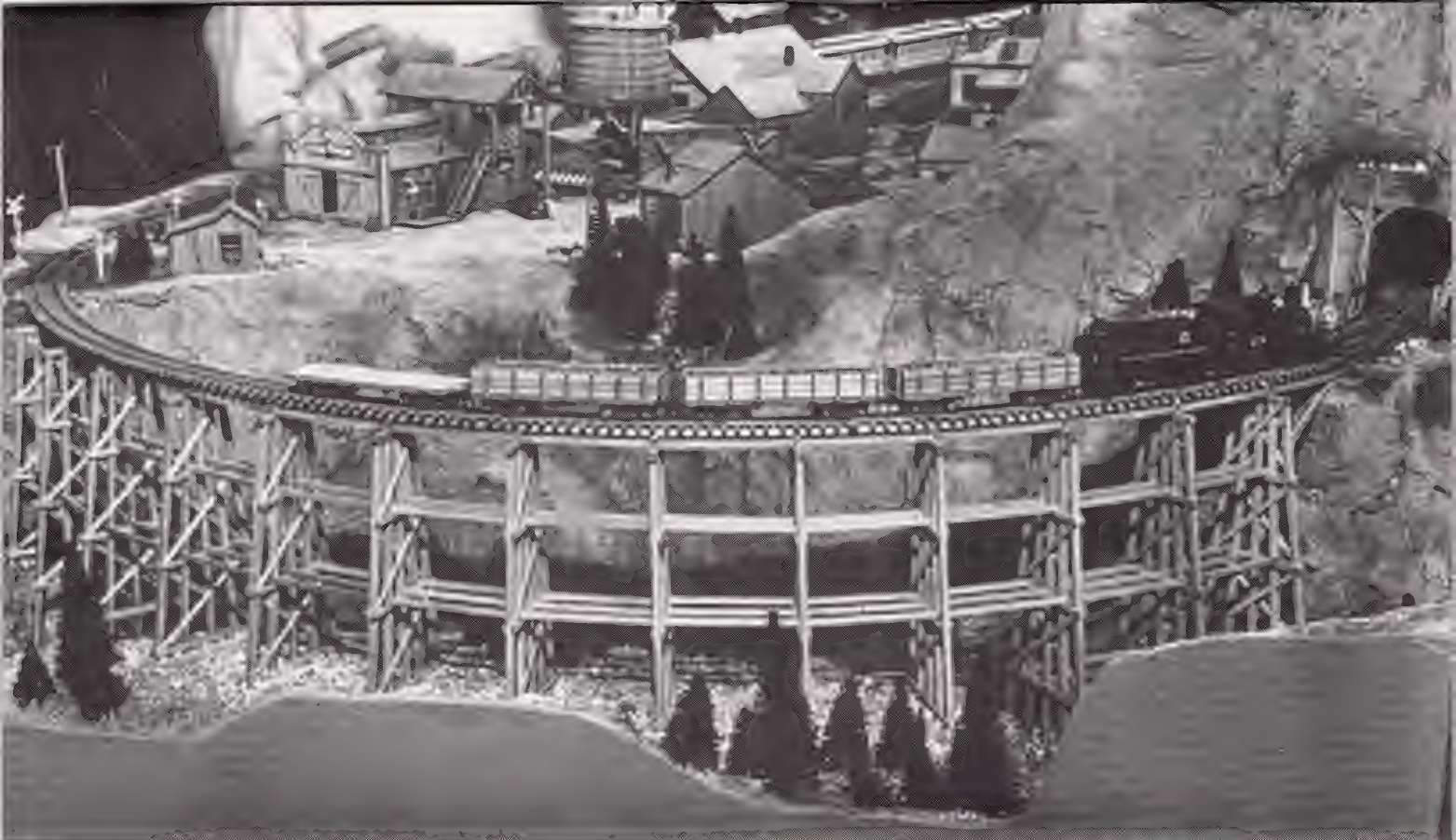
The presence of a photographer has excited the railfans at Durango as they aim their cameras to capture the Gulliver size character behind the Pentax. The detail in Durango is well illustrated above. (1988)

Upper Left: Animas Gorge has been made very high and dwarfs the C16 and its train. (1987)

Lower Left: C16 278 heads into Durango over the small trestle which has the waterfall in the foreground. (1987)

Ames Silver Mine. This is fully detailed for the winter period, complete with snow. Other photographs of this structure were shown in last issue. (1989)





C16 278 works a caboosless train into the tunnel at the end of the curved trestle. A hot-box in the caboos saw it left at Tefft township with the guard sitting up in the cab of 278. (1987)



found there, and visiting the many hobby shops that specialise in narrow gauge, that I decided to build the new layout based on the 'Denver and Rio Grande Western' Railroads branch from Durango to Silverton, 45 miles of the most spectacular mountain railroading in North America.

The 'Denver and Rio Grande Railroad' (D&RG) was started in 1870. By the end of the 1880s it operated over one thousand miles of narrow gauge rails. Periods of bankruptcy and re-organisation were frequent in the company's history. By 1921, as a result of a major change, the company became the 'Denver and Rio Grande Western' railroad (D&RGW).

The railroad operated in an area where the minimum elevation was over 6000 feet and surrounded by many of Colorado's 14,000 feet mountains. It served places whose incomparable scenic beauty, vast mineral resources and scant population created a setting unmatched anywhere in the world.

The big problem was how to capture this feeling in a layout that had space limitations and had to be built in sections so it could be transported and easily set-up and dismantled at exhibitions.



Centre Left: Stock yards at Durango. Note the additional detail around this group of structures: the office, the shed, the yards, the telegraph poles with the wire being tight, and other surrounding structures such as the dock with two workmen chatting about the day's work. (1989)

Left: The view across the top of the stock yards shows the level of detail that has been added to this layout. Motor vehicles of the correct era, a small garage/come blacksmith's shop, hardware shop and a freight depot all showing signs of dilapidation, typical of American mining towns. (1989)



Overall view of the township of Durango. (1988)

Overpage Captions

Upper Left: The Red Rock Mountain Mine is located in the mountains above Durango. The steep topography has allowed the mine owners to load the ore wagons by elevated hoppers. (1987)

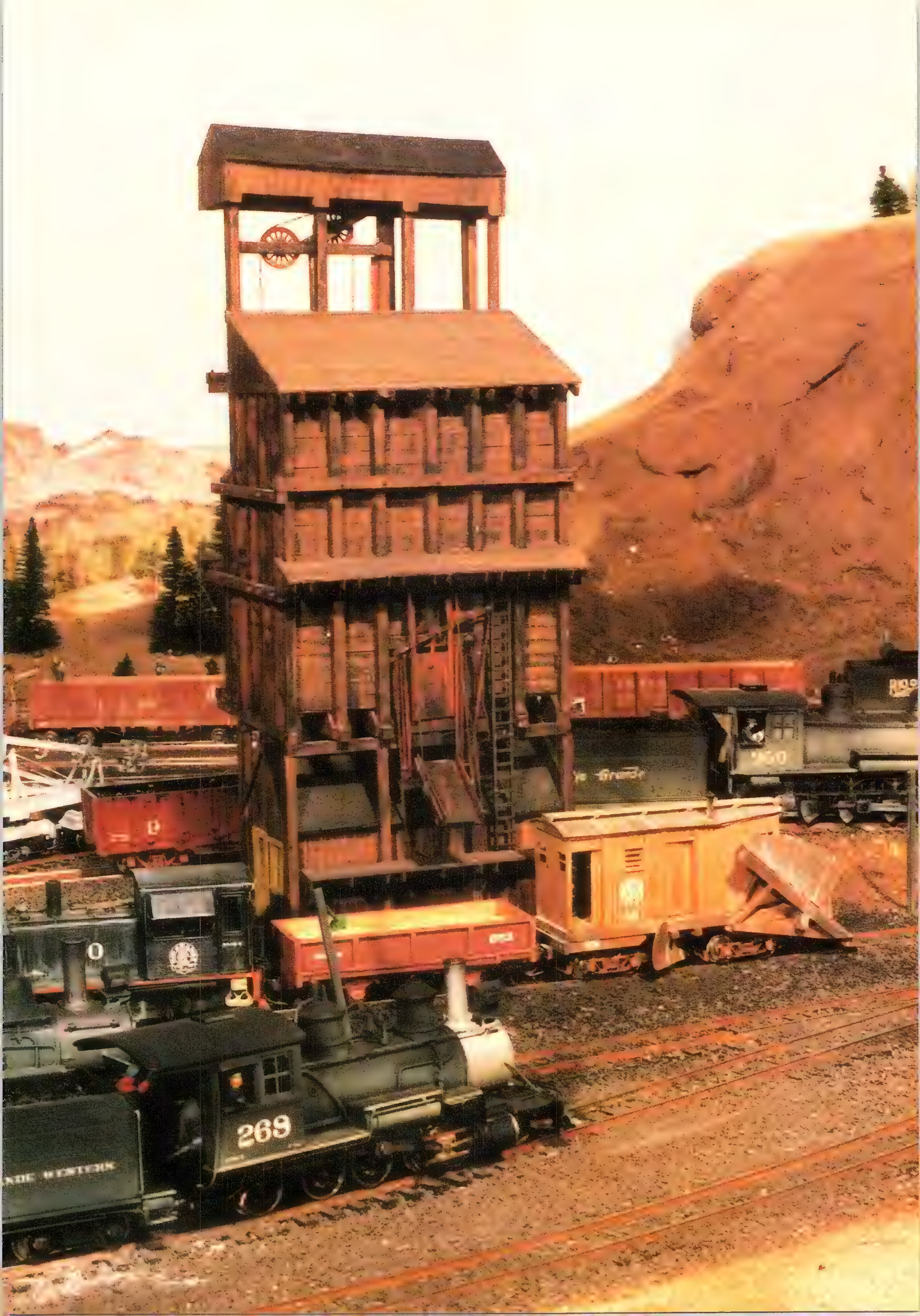
Lower Left: Just some of the detail surrounding the stock pens at Durango. (1987)

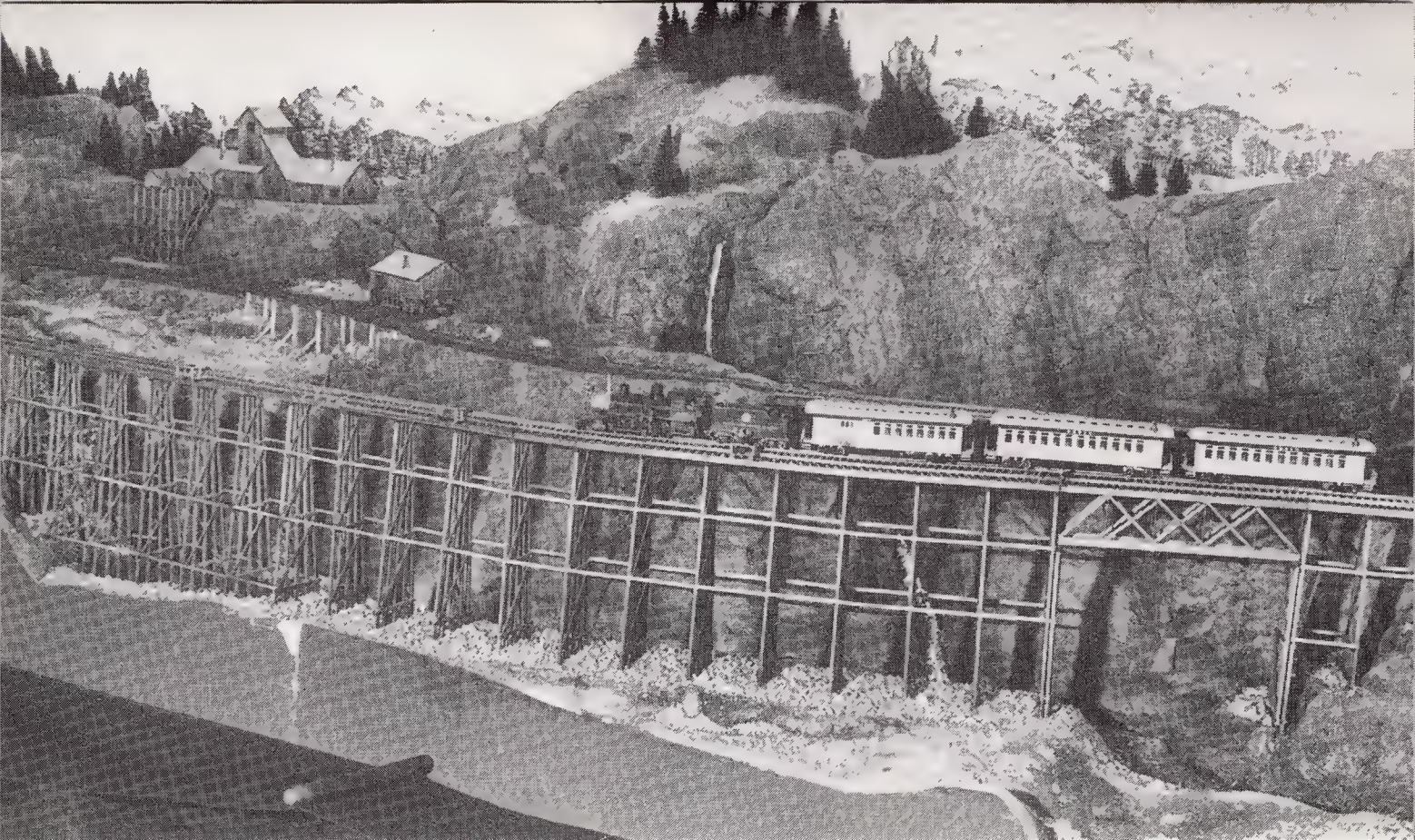
Right: Durango coal stage. (1989)

Durango township. (1988)









The long trestle which carries the railroad over the Animas River. Red Mountain Mine can be seen in the background. (1989)

Also visible in this photograph is the crowd barrier used by Laurie. It consists of sections of dowel, plugged into holes in the side of the layout. Rope is attached to the dowels, serving as a physical barrier which keeps the viewing public at arm's length from the layout.

The Design

When designing the layout, some clear criteria were laid down. They are as follows:

1. It would be built in HO_n3, using code 70 Shinohara flexible track and points, with a minimum radius of 16 inches.
2. It would feature the depot, yards and buildings of the town of Durango, and also depict the Animas River Canyon, where the train snakes along track, high on a narrow shelf 400 feet above the surging Animas River, and to achieve the feeling of narrow gauge mountain railroading.
3. The layout had to be in easy-to-move sections and fit into my layout-carrying trailer. It must also fit into my 24' x 10' layout room.
4. The track plan had to have plenty of passing loops to hold full trains, especially important at exhibitions.
5. The layout had to have excellent slow running, because these trains run at about 20 mph.
6. To build a layout that was both pleasing to the public to look at and had good operating potential.
7. The control panel would be located at the front of the layout to enable the public to see how the layout is operated.
8. To continue to upgrade the standard of my modelling.

The Track Plan

The track plan is a simple oval, divided into four controlled sections, about 70 feet long. Upon leaving Durango, in a northerly direction, the train crosses a small curved trestle bridge over a small stream. Further up the line, the train crosses a double wooden truss bridge over the Animas River. The track continues up a steep grade to cross over a high long trestle bridge, the longest on the line, and then out onto the spectacular 'High Line', where the train clings to the edge of a high cliff. The river is 400 feet below. The engineer has a permanent 'slow order' through this area for the ben-

efit of sightseers and for the safety of the train and its passengers. As we leave this high cliff, we pass over a small bridge, passing through a long cutting and a snow shed. On the left we pass one of the silver mines found in this area. Just past the mine, we roll into the small mining town of 'Tefft'. Just after leaving Tefft, the train slowly crosses a long curved trestle and disappears into a long tunnel. Upon leaving the tunnel, the train crosses a high truss bridge, passes the 'Red Mountain Mine', and runs down the grade into the south end of the Durango yards. This completes the circle.

The Baseboards

These are constructed with a sub-frame using 4x1 pine on edge and 2x1 pine cross and longitude bracing to give the baseboards strength and rigidity. Then 10mm particle board formers to the shape of the desired scenery are attached to this subframe. Particle board is also used as the track base. Onto these formers steel flywire is stapled. I use this harder wire because it can be pushed into the desired shape and will stay in that position and give a strong base to hold the very thick plaster which is applied, especially on the vertical cliffs and rocky outcrops.

The Scenery

When the baseboards are complete, 'cornice adhesive', a fine grade plaster with adhesive added which is very slow drying, is applied. This material is ideal for doing vertical cliffs because it can be mixed very thick but is still slow drying, which allows you plenty of time to work it into place and also to shape and carve the rocks and outcrops found in mountain scenery. I used almost 80 kg (175 lb) on 33 feet of my layout! I will need some help from some strong friends to move this layout. When the plaster is fully dry, it is sprayed with diluted brown poster paint to darken the white plaster. The paint tends to gather in the cracks and crevices and making them very dark, just the

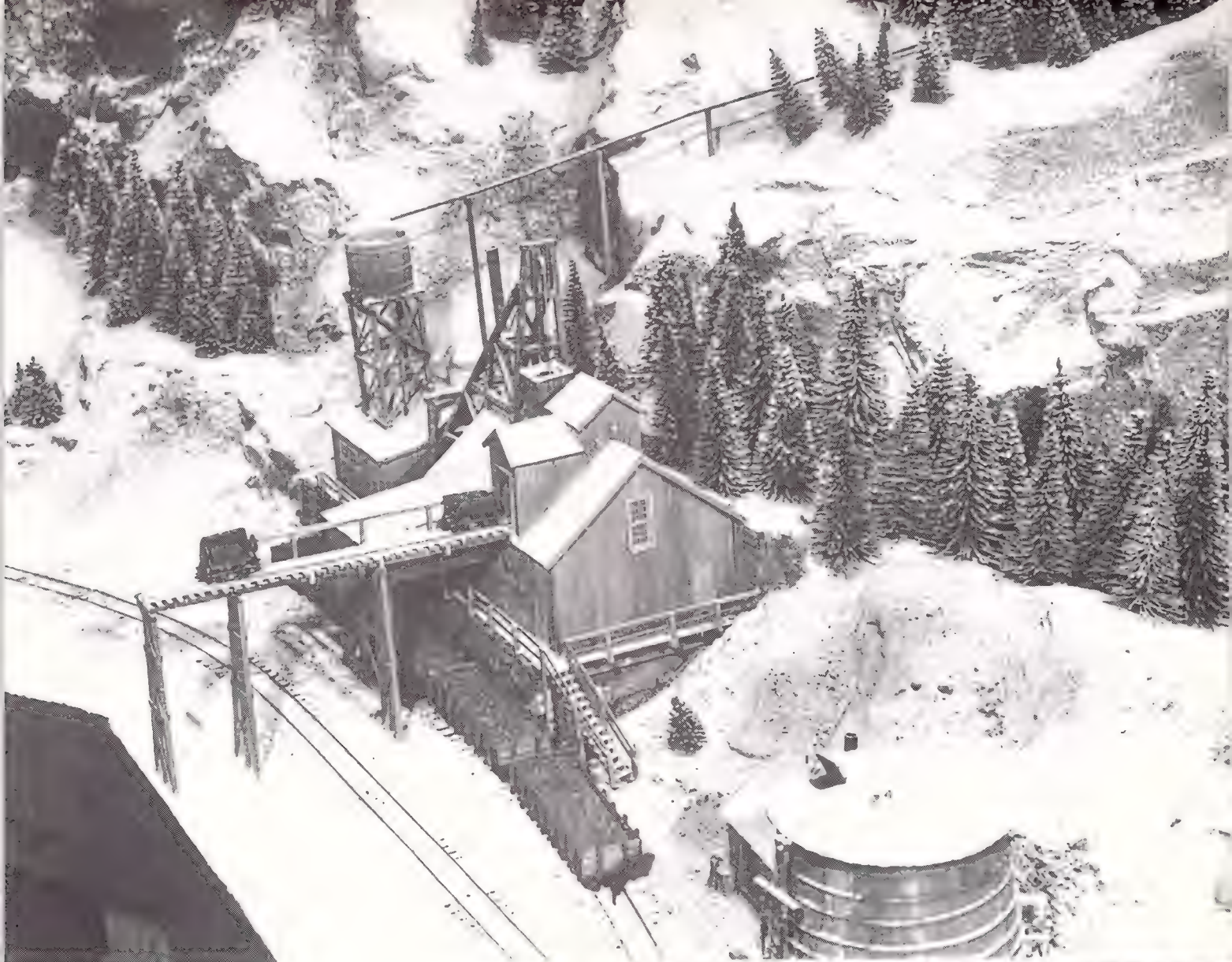
effect we desire. On top of this, coloured plaster made by 'Tuft' is then dabbed on using the end of a 25mm flat art brush and held in place by spraying a fine mist of water over the area being done. The colours are varied so as not to get a flat look. I use three colours, 'Brown Rock', 'Grey Rock' and a mixture of 'Grey Rock' and white plaster on the highlights. This is a very slow process. However the result is very effective and worth the effort. On the flat areas 'Grey Rock' is used along with fine sand and small area of coarser sand pebbles. Coloured scenic flock in green and browns is then applied and the area sprayed with diluted white wood glue. The rivers have a base of sand and pebbles with twigs for logs. Clear casting resin is then poured into the river and left to set. At this stage, the bridges are fitted, then the track is laid and ballasted. Once the track is checked and is running properly, all the finishing details are added. These include structures, fences, animals, people, and the other thousand and one details. Then comes the planting of the forest of trees; currently there are over 600 trees on the layout.

The Bridges

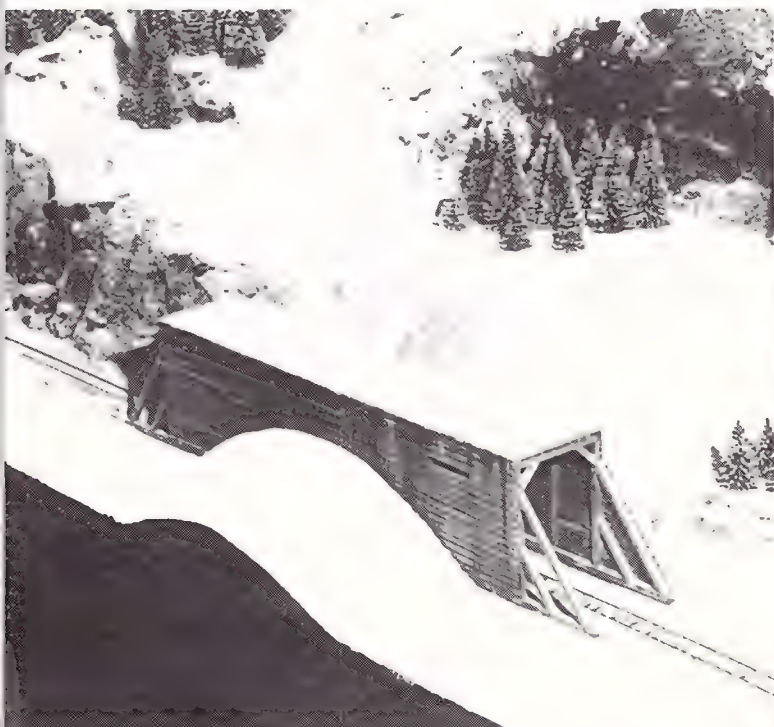
There are six bridges on the layout. The largest is a wooden trestle, over 5 feet long and 18 inches high. The second largest bridge is a curved wooden trestle with a radius of 16 inches and 12 inches high. The rails on this bridge are super elevated with a scale 2 inch fall from the outside rail to the inside rail. This helps the train pass over this tight curve without mishap. The third largest bridge is an above-track wooden truss 16 inches long. The other bridges are smaller trestles crossing creeks and canyons.

The Structures

The buildings and other structures are mainly scratchbuilt, with some kits by 'Builders in Scale' imported from the United States. These are not quickies and require a lot of con-



Ames Silver Mine with ore wagons in the loading dock. (1989)



A snow shed is used to protect passing trains from the drifts of snow drifting down from the mountain tops above. (1989)



Tefft township has now been diminished in size and given a winter covering. A couple of railfans remain waiting for a train from the curved trestle. (1989)

struction time and attention to detail to achieve excellent quality and finish. I have tried to achieve the same standard and detail in the scratchbuilt structures.

The Locomotives

The railroad roster currently contains 17 working locomotives and railcars. They are all brass models except where noted.

D&RGW C16 2-8-0 Numbered 268, 269, 278
D&RGW C21 2-8-0 Numbered 360, 361 (Roundhouse Kits)
D&RGW K27 2-8-2 Numbered 451
RGS 2-6-0 Numbered 20, 22
Ex C&S 2-8-0 Numbered 343
Galloping Geese Numbers 2 and 5
Mack Rail Truck
Ex F&CC Rail Bus (scratchbuilt)
D&RGW 0-4-0 Diesel Shunter Number 50
Mason Bogie 2-6-6 Numbered 310, 312
12 ton two truck shay

The Rollingstock

There are 60 pieces of rollingstock running on the layout. The majority of these are scratchbuilt, with some kits by 'La Belle', 'Rio Grande Models' and 'F&G Models'. There are four passenger coaches, 10 freight cars, eight stock cars, three snow ploughs, 13 open gondolas, six flat cars, 10 maintenance of way vehicles and six cabooses. All the locomotives and rollingstock are fitted with HO_{N3} Kadee couplers. A variety of bogies are used, in-

cluding 'Grandt Line' and 'Roundhouse'.

The Controls

The control panel is 4 feet long by 18 inches wide and is free standing on its own legs. With the use of 80 pin plugs and a long lead, the panel can be sited at the end of or on the front of the layout, depending on the location required at an exhibition.

The track plan is divided into four sections of equal length, controlled by two 'Duettas'. Common return wiring is used throughout, which keeps track wiring very simple. There is also a single 'Clipper' controller, which acts as a back-up in case one of the Duettas goes down. This controller is also used for the test track located on the back edge of the control panel. It also supplies 16v AC power for the discharge capacitor and 12v DC for the accessories.

All the points on the layout are operated by 'Peco' point motors, and with the use of a discharge capacitor and diodes, push button route selection is used. This will set up to four points at once (more if a larger capacitor is used). This makes route selection very simple and ensures all points are set correctly at the push of one button. Each point motor has a micro switch attached to it, which activates LEDs on the track diagram on the panel to indicate which route has been selected. There are several isolated sections in the Durango yards to hold several full trains at the same time.

Even though the amount of wiring in the control panel and under the layout is very extensive and looks very complex, it is in fact a very simple system, and gives very little trouble, an important asset in an exhibition or home layout.

Conclusion

This project has been a very rewarding one and I think that I have achieved most of what I set out to achieve. The planning and construction of this layout has given me many hours of enjoyment and a few of frustration but that's what makes model railroading such an engrossing hobby. I must thank my wife for her patience, understanding and encouragement and also John Hill's help with this project. ■

EDITOR'S NOTE

For the preparation of this article on Laurie Green's Colorado Highline, the layout was photographed at the Sunbury Exhibition in October 1987, at the Bendigo Exhibition in April 1988 at its home base in March 1988. During this time Laurie has developed the layout to a point where some of the illustrations used do not accurately represent the layout as displayed in the track plan. The date of each photograph is detailed in the captions.

VALE

John Buckland

June 5, 1989 Aged 74

It was not without some trepidation that I agreed to compile an obituary on John Buckland, as I had only known him since 1981. However, as he himself said, he'd outlived most of his original peers, so someone a little younger must try to write about his life. Hopefully others will do so elsewhere also, so that a more complete record will result of this man's monumental contribution to the researching and recording of Australian railway history, not to mention contemporary railway activity.

'Bucko', as he was widely known, was born in Camperdown, Victoria in 1915. His interest in railways apparently developed at an early age. He became an active photographer and enjoyer of train travel from the early 1930s. Plans to develop a professional railway career were thwarted when he failed a VR medical examination at the age of 18 and was forced to pursue other paths.

From 1934 onward, he regularly attended meetings of the fledgling Victorian Model Railway Society, at the Model Dockyard premises in Swanston Street. Fellow members included Norm Coventry (Editor of the VMRS 'Coupling'), Les Poole, Ken Elliott and Jim Brough. Ken Elliott was the man behind the magnificent Melton O scale layout at the Model Exhibition held at the Melbourne Town Hall early in World War 2. Jim Brough was the electrical wizard for the VMRS.

Perhaps the highlight of his pre-war railway experiences was a ride on the inaugural run of the Spirit of Progress on 17/11/37 as an official guest of Sir Harold Clapp.

War service with the RAAF took him through many parts of Australia and to New Guinea and the Pacific as well. War-time photography was not easy but he did manage to take some historic shots of trains in all sorts of unusual places.

He had a vast knowledge of the prototype and wrote frequently on prototype topics for the VMRS Coupling under the pseudonyms Pocono Pete and Mikado Pete, and a publication called the Further Notes of the late Alan Goode's O scale Hobson Bay Railway. This duplicated journal ran from after WW2 to the late fifties. His prototype notes were a continuing help to modellers, if occasionally causing friction with some of the Victorian Railway hierarchy.

He met his wife Betty (originally of Kaniva) on an overseas trip in 1950. They subsequently married and raised two daughters and a son. Betty died in 1972.

After his retirement in the 1970s John found himself relatively free to actively pursue his lifelong interest in railways.

His prodigious output of photos and articles continued to appear in a wide variety of journals and magazines. In addition, he was regularly consulted by many younger railway historians whom he frequently helped by guiding their researches or solving some of the many puzzles which such research often throws up.

He travelled widely in Eastern Australia, usually visiting his many friends whom he had met and corresponded with over the years from before WW2. He maintained a hectic schedule of train chasing, photographing, riding and researching almost to the end of his days. He was a man who really lived and breathed railways, but was possessed of a solid core of commonsense which many among the railfan fraternity seem to lack. He was also a 'doer'. These two attributes perhaps help to explain his pre-eminent position among Australian railfans.

Nor was he parochial. His interest in railways was not affected by State borders. He was readily able to acknowledge the good and bad points of the various Australian systems. His great love was the steam locomotive, but he was not one to live in the past. He took a keen interest in all facets of the modern Australian railway scene, including the latest diesel-electric locos and the various electrification schemes around the country.

His knowledge of private railway systems across Australia was comprehensive. Just as importantly, he was ever willing to share his experience with genuine enthusiasts and researchers.

His most recent project was to co-author an authoritative history of VR steam locos. Work was well advanced and it is to be hoped that his last work (or 'magnum opus' as he was wont to describe it tongue-in-cheek) will not be too long in coming forth.

'Bucko' died in Heidelberg Repatriation Hospital, Melbourne, on Monday 5 June 1989, having suffered a major stroke the week before. The railway enthusiast community in Australia has lost its senior member, a man whose work will remain as a tribute to him forever. His photographic output was enormous — it is pleasing to relate that some years ago he made arrangements for his unique and historic collection of photos and negatives to be placed in the National Library in Canberra after his death.

John Kramer and Ian Weickhardt

VALE

Stephen Suggit

May 10, 1989 Aged 80

On 10 May, Dr. Stephen Suggit, one of the unsung influences in the Australian model railway world passed away.

Trains were Stephen's passion. Coming from England in 1948, his ship called at Adelaide where he bought a copy of Railways of Australia, the Australian Railway Historical Society journal of the time. Even before arriving in Brisbane, which was to be his home, he had sent off his application to join the Society — he became member number 3 of the Queensland Division.

But it was his enthusiasm for railway modelling by which most will remember him. He said he had a toy train when he was four years old and it is improbable that he was ever without a layout, in some form, from then on — he even had one on board a Royal Navy ship during World War 2.

He was instrumental in the formation of the Australian Model Railway Association and, in Queensland, brought the Association official recognition by organising the building of the Queensland Railway's exhibit at the Industries Fair in 1954.

The Industries Fair was a turning point for Stephen's modelling. It was for this exhibition that he built his first, and probably Australia's first, model of a QR diesel locomotive; he also built a model of the Sunlander to match. As the layout was built to 1:64 scale, he discovered the beauty of the size for scratchbuilding and scrapped an extensive 4mm scale system to adopt 'S' with the enthusiasm he did everything. He joined the S gauge societies in the USA, the UK, and maintained contact with S_{N3} modellers in New Zealand and South Africa. Stephen was the pioneer in the modelling of Australian 3'6" gauge railways to the now known scale of S_{N3} using the commonly available 16.5mm track gauge.

Many people all over the world will miss his 'Christmas Card' which was an outline drawing of a locomotive or a wagon often of exotic prototype.

Stephen scratchbuilt locomotives and rollingstock at a prolific rate and although he built an enormous amount of QR stock, steam, diesel and electric, if there was something he liked it was modelled regardless of prototype or vintage. There was a nickel plate Berkshire, sundry NSWGR classes and a fleet of British locomotives. Last year he modelled one of British Rail's new class 91 electric locomotives.

Two weeks before he died, Stephen was still building. The working chassis of an incomplete LNER N2 was left on his desk. He was angry that he could not finish it, but that is how he will be remembered — building models until he no longer could.

REVIEWS

Continued from page 22.

sembly of the wagon took a shade over an hour, with most of the time being spent on locating the positions for the brake gear and other assorted items that came in the brake component kit. Initially a few errors were made and these have yet to be rectified.

This is a very fine product for the modern modeller. It provides a highly detailed vehicle which can either be used as a standard unloaded wagon or detailed with loads of containers, timber, steel or cement. The latter is carried in bags on pallets with the total load covered by tarpaulins.

There are, however, a few minor problems with the kit, some of which can be corrected and some which cannot. Firstly, the brake gear (which is the Davies & Metcalf system) which is different to the more commonly used Westinghouse equipment found on most NSW vehicles. The most unusual section of the Davies & Metcalf brake gear is the distributor which is a rather large device and very visible on the CFX. It has not been included on the brake sprue for the CFX. Added to this is the size of the air reservoirs supplied. With wagons checked for this review one is too small and the other too large. With the larger cylinder it is 20% underlength, the difference being quite noticeable on the model. Although there is some debate as to whether all CFX wagons have identical brake gear this may seem a pedantic point to raise but this component is a very conspicuous component on the CFX. Continuing to be pedantic, the brake yard handle supports are not correctly located. The handles should be directly opposite each other but on the model are a scale 9" in diagonal.

A further problem on some kits is the fact that one side of the kit is bowed a scale 6" out of shape. Checking with the manufacturer, we found that this is an unusual occurrence and should only have happened to a few of the kits released. We have been advised that those kits that have reached the marketplace with an excessive bow can have the main body component replaced by taking the component back to the shop from which the kit was purchased and requesting the proprietor to organise an exchange unit.

These problems aside, this makes up into a magnificent kit and will no doubt be seen on the many modern era layouts that are now coming into use in this country. It can be painted either black, dirty black, PTC blue or SRA red. The decals provide for

both three and four letter coding as well as detailing the two Wiking containers supplied.

Bob Gallagher

NSW SRA 81 Class Diesel Locomotive Kit in N Scale by Weico Models, PO Box 283, Reservoir 3073. Price: \$32.00

The 81 class diesel electric locomotive is the modern workhorse of the NSW SRA. They were assembled at the Clyde Engineering Company's works at Kelso near Bathurst, there being 80 units produced, numbered 8101 to 8180. They were first produced in 1982 and, after some cooling difficulties, were modified to move the air intake from the mansard section on the roof to the side of the locomotive. The kit has been produced in the modified style, which is now applicable to all units.

The locomotives are extensively used on the NSW Main South from Sydney to Albury and include through running to Melbourne and can also be seen on the Illawarra workings and on the South-Western Region. They were produced in the modern image candy livery.

The cast metal kit comes in the usual cardboard box with the white metal parts wrapped in foam to protect them from damage. An instruction sheet is included. The parts are well formed with good detail, except the air horns, but the kit reviewed had three sets and two sets were fair. Being only small they will not detract from the overall appearance of the assembled locomotive.

Very little flash needs to be removed from the edge of the parts but the windows were quite thick with metal which needs to be removed before construction begins. The parts fitted together very well with only small gaps at some places which were easily filled with putty.

The loco is designed to fit on a Bachmann SD40-2 chassis. This needs some modification or, alternatively, a white metal casting of a modified chassis is available from Weico at a cost of \$12.50. There are two epoxy resin U shaped pieces with the kit that fit over the chassis and inside the body to locate the unit. Some modification to these parts may be necessary to achieve the desired height of couplers and body. If using the standard bogie mounted couplers the plough pieces are fixed to the bogies. If using Kadee couplers then the plough pieces are fixed to the body after the coupler pocket area is filed deeper.

Clear plastic sheet is supplied with the kit. This is for the windows and also provides electrical insulation of the chassis from the body. This plastic is best inserted after the painting of the loco has been completed, using a contact adhesive.

The hardest part of the job that I found was the painting as the candy stripe scheme is the most common colour scheme for this model. Some may like to try the bi-centennial colour

scheme if they like, but in N scale — good luck. Decals for the stripes are good for the yellow lining but the orange and white are harder because of the uneven design of the beams under each side of the body. For this reason I masked and sprayed the body. Decals for the numbers were from a range for HO goods vans.

Since assembling this model I have seen some done using low melt solder which did a very good job of securing the parts and filling any gaps at the same time. Seems to be the way to go in future.

The kit is easy to assemble, especially with the modified chassis block available, and looks good. A necessary part of anyone's collection who models the modern era of N.S.W. prototype.

David Bennett

NSWGR MLE/NFLA Bogie Flat Wagon Kit in N Scale from N-Trains, PO Box 257, Merrylands 2160. Price in text.

The MLE was one of the most numerous and definitely the most versatile wagon on the NSWGR. The original wagons were 12.19m long but were rebuilt to 13.72m long in 1937. From then on the first 75 wagons were added to by 100 from Tullochs in 1943, another 25 from Tullochs in 1947/48, 150 in 1948/52 by Goninans and a further 50 from A.E. Goodwins in 1958/59. These vehicles were fitted with either bolsters or stanchions and formed the basis for many wagons built for special purpose traffic including steel, timber, etc. In their varied life, they also had numerous styles of bogies including curved frame BPA, CFC, 2BT and drop frame 2BJ. They had a timber deck and were the first wagons to be modified in NSW to carry containers. Ten were converted to GME wagons in the early 1970s. The standard MLE has a steel frame with a wooden deck.

The injection moulded styrene kit comes in a plastic bag with a stapled cardboard top. The top has a photograph on it as well as some prototype information. All the injection moulded parts are included in the kit, including the brake gear. The instructions do not go into detail about how to assemble the parts but here a decision has to be made as to the number of bolsters fitted to your model. The instructions illustrate various alternatives using bolsters and stanchion combinations. The instruction sheet does include a diagram of the layout of the brake gear which is very helpful to those not familiar with the prototype. It also gives a suggested colour range for the model. These wagons will possibly require a small amount of weight added, but this is up to the modeller.

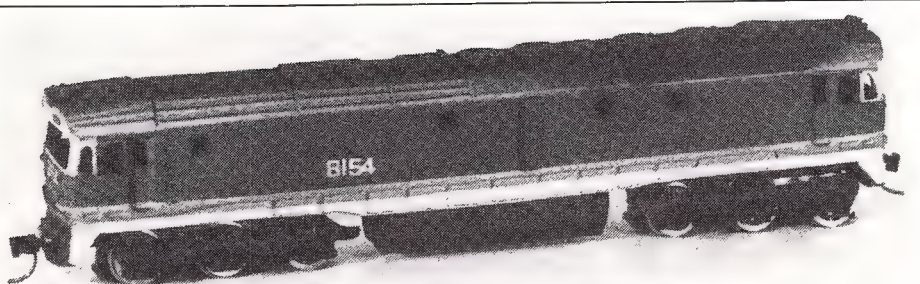
This kit is available in two forms; the kit without bogies retails for \$9.95 per wagon and that with bogies retails for \$13.70 per wagon. These wagons are to scale and complement the range of models already available from 'N' Trains.

David Bennett

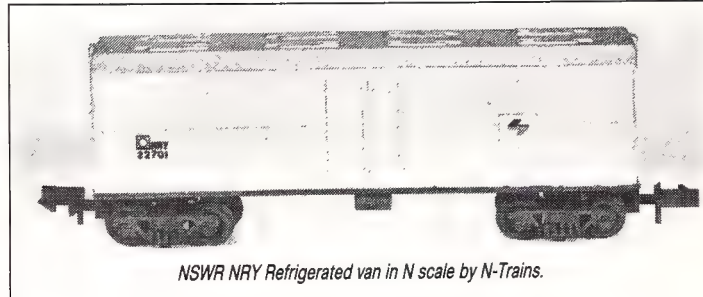
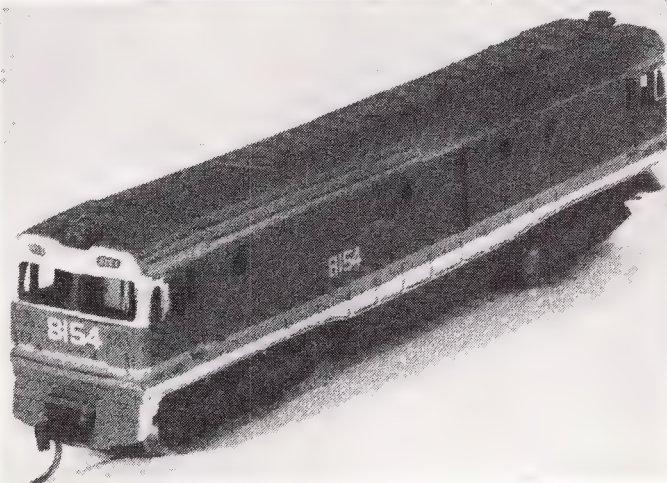
NSWGR NRY/NRNY Refrigerator Van Kit in N Scale from N-Trains, PO Box 257, Merrylands 2160. Price in text.

A. Goninans manufactured 30 of these ice-cooled vans in 1973/74, the vans being numbered 22701-30. They are cooled by ice which was loaded into the roof via eight roof hatches. The van is loaded through centrally mounted doors which open outwards and the vans were painted white and were used for meat traffic primarily in the western districts.

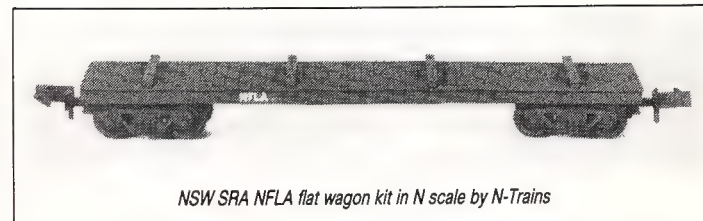
Today the wagons are extensively used for the cartage of biscuits and other perishable type goods which do not require



NSW SRA 81 class diesel electric locomotive in N scale by Weico Models.



NSW NRY Refrigerated van in N scale by N-Trains.



NSW SRA NFLA flat wagon kit in N scale by N-Trains

the use of ice cooling. Today also the wagons are either an attractive addition to the railways or an eyesore depending on how you view graffiti. For a period of time recently, one particular van carried a magnificent display of graffiti artwork but this in turn was vandalised by other graffiti, which seems typical of our day.

The injection moulded styrene kit comes in a plastic bag with a stapled cardboard top. The top has a photograph on it as well as some prototype information. All the injection moulded parts are included in the kit, including the brake gear and ladders. The instructions specify the location of the brake gear under the floor and then proceed step by step through the assembly, which is very straightforward. Next the ladders are glued in place as specified in the diagram, although on the prototype these project above the roof line then curve back down to it. On a model these would probably be broken off in a very short space of time, so I suggest cutting the ladders level with the roof, but this is up to the modeller. An alternative would be to use brass ladder stock and bend it over then secure it to the roof with glue.

As all these wagons were painted white there is not much scope for individuality except for the amount of graffiti the modeller applies. The prototype was seen as a huge white canvas for some graffiti artists to show off their talents.

A sheet of decals is supplied with the model as well as the L7 decal. When these have been applied the model is complete. A steel weight is supplied which is to be applied to the floor of the wagon.

This kit is available in two forms. The kit without bogies retails for \$12.95 per wagon and that with bogies retails for \$16.70 per wagon. These wagons are to scale and complement the range of models already available from 'N' trains.

David Bennett

Tracker Walkaround Throttle by Tempest Electronics, PO Box 265, Ferntree Gully, 3178. Price in text.

A good economical controller is very hard to find these days. There are many good controllers but they also have a high price tag and there are a number of economical controllers around, but they do not all have good control over a range of models. Added to this, since the demise of the Locomotion built, Mansfield hand controller, there has been a dearth of walkaround throttles on the Australian market.

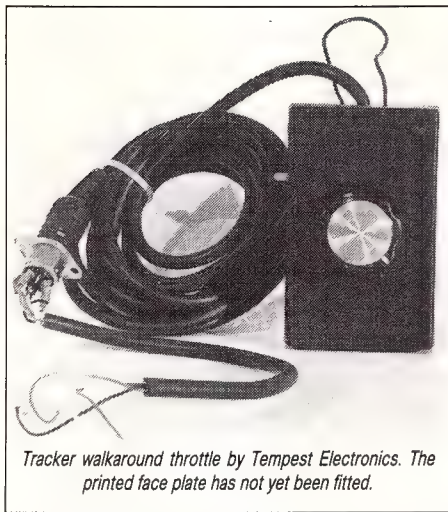
Tempest Electronics has filled this gap with the release of their Tracker controller. However, with the economy price tag some of the frills found on modern day controllers have been removed. It has a very simple face plate, simple but adequate controls and is available only from the manufacturer. Its price tag is \$29.00 plus \$5.00 postage/handling charges — \$34.00 in all.

The components of the controller are sealed in epoxy, in a black 55mm x 90mm x 30mm plastic box. The 30mm control knob is mounted in the centre of the box, the red LED (light emitting diode) short indicator is mounted in the top right hand corner while the centre-off direction switch is mounted on the left hand side of the box. It is very comfortable to use. Although a right hander, I found it very easy to use in my left hand, leaving my right free for better things, such as holding a tinny, working the point levers and even attending to that occasional derailment.

It is provided with a 2m lead which has a five pin 180° DIN plug attached, along with a spare panel mounting socket. It also provides for stowage by a loop of wire attached to the top of the box. This can be simply hung over a small hook, nail or anything protruding from the control panel. It is now wired to the International Standard, with the AC supply being applied to the left hand (socket) pins. This is identical to the Mansfield controller, which many modellers have used as a standard. It is understood that this is now an international standard.

To make the controller work it is necessary to supply 12-16 volts AC with a maximum of 2 amps to the DIN socket. Details for connection are supplied on the accompanying installation instructions, which also detail the 90 day guarantee and extended replacement plan. For those who find the 2m lead too short, it is wise to mount a number of the DIN sockets around the layout, wiring them in parallel. These are easy to obtain at Tandy and Dick Smith Stores for a couple of dollars each. Being a shade over 12mm in diameter, they are also easy to fit onto a flat surface. If using a number of sockets, they should be wired in parallel. However, bear in mind that this will require trains to be stopped before swapping from one socket to go to another. The sudden disconnection of the controller from any socket when the train is moving will result in it coming to an immediate standstill, which can cause damage to some parts of the models.

As indicated, the controller is comfortable to use in one hand. The degree of control it gives is hard to fault. It is great in the low speed area and still allows the models to run at a rea-



Tracker walkaround throttle by Tempest Electronics. The printed face plate has not yet been fitted.

sonably high speed. In the latter area it would not make a slot car win a race, but that is not what model railway control is all about. It was used on a variety of scratchbuilt equipment, using such motors as Sagami, ECM, MW005, and Mashima, as well as Powerline, AR, Lima, Berg's Brass, Mansfield, Classic Brass and Hornby. On these models it could not be faulted in any of the speed levels. Control up and down was very smooth, with the model always responding to the movement of the knob and there was no evidence of pulsing in any of the motors except the MW005, which has now seen many years of work.

When a short was applied to the track, the red LED glowed brightly. When the knob was in the off position, the trains did not creep away, but a centre-off switch is provided to ensure there are no accidents. When not being used, controllers should be left with the direction switch in the off position. Then you can be sure that any other mistake will not damage your motive power.

The only difficulty with this controller is its availability. To keep the price tag down Tempest have decided to direct market it themselves, but in doing so offer a ninety day guarantee and an extended replacement plan. Having once used the guarantee situation through an operator error, it was found to be very speedy. However it would be difficult to think of any part of this controller that would break. Regardless, Tempest offer these services.

It was very disappointing when the Mansfield hand-held controller went off the market, but this has now been replaced by the Tempest Tracker. A delightful controller, and in these days of overseas debt — fully Australian made.

Bob Gallagher.

NSWR Passenger Car Decals in HO scale by WRP Products, PO Box 112, Peakhurst 2210. Price: \$9.00

Printed on a 125mm x 125mm backing paper these decals are designed for use on the Indian red NSW passenger cars. The wording has been printed in yellow with a red shadow. The words on the sheet include: Sleeping Car, Dining Car, Guard, Second, First, Buffet Car, along with the 1st and 2nd class codes. The main colour of the decal lettering is yellow, shaded on the right with red. On the prototype a thin black line separates the colours, but in HO scale that line would be too fine to reproduce, so it has been omitted.

Each word is separately printed on its own section of decal film which slides very easily off its backing sheet. The lettering is all upper case, a scale 6" high, and the '1nd' and '2nd' letters on the class code are underlined.

This sheet will be of special use to those modelling in the steam era.

A very hand product.

Bob Gallagher

Corrugated Iron in HO scale by AR Kits, PO Box 736, Grafton 2460. Price: \$2.34 a sheet.

In Australia corrugated iron was used extensively all over the country as a cheap and easy method of building structures, such as houses, sheds, mines and almost every industrial complex. For that reason alone, it is not surprising that a large number of manufacturers have supplied corrugated iron in one form or another.

The AR corrugated iron has been rolled from aluminium sheet 0.15mm thick. The 160mm x 175mm sheet has been rolled to provide a corrugation every millimetre which, if scales out to a 3 1/2" spacing. Corrugations have been pressed into the sheet and give a good impression of realism. The sheet can be readily

cut into either individual 6" x 3" or, for those who prefer metrics, 1.8 m x 0.9m sheets, or can be cut into larger sections for applying directly to building frames or sub-frames. A contact adhesive would be best used to secure the sheets in place.

This material has been used to detail a couple of buildings on the exhibition scene and they are very effective in creating an Australian atmosphere. This is a very handy product for the scratchbuilder and person wishing to detail some of the card kits that are now in existence.

Bob Gallagher

'Camden Line' videocassette by Rowlingstock. Our copy from ARHS Sales, PO Box E129, St James, 2000. Price: \$39.95.

How many of you can remember the Camden Tram? Well, if you're 35 years and older you probably can recollect this anachronistic line that was closed in 1963.

Imagine, if you can, the cost effectiveness of a 12km single track branchline situated some 50km south of Sydney that ran beside, sometimes even on the shoulder of, a main road, with severe inclines of 1 in 19/20. The gradient profile was such that the 20 and 30 class steam locomotives employed on the line found taxing seemingly light loads of three or even two FO end platform type cars.

Brian Rowling's latest video offering covers this fascinating branchline that connected the historic and picturesque town of Camden with Campbelltown on the NSWGR's main southern line. The line was popular with photographers but the service it provided to the community was neither essential nor profitable, even though it generated some income from milk and coal.

The first 15 minutes of the video is devoted to essentially non-rail views of Camden, its historic sights, and past and present methods of transporting coal and passengers.

I appreciated the views of Camden and its colonial architecture but found this introductory segment to be rather drawn out. The present day Glenlea coal loader was shown, complete with a unit train, but alas no motive power was visible. If it was possible, I am sure views of Glenlea coal trains of the sixties, seventies or even eighties would have been better inclusions.

Nevertheless, the rest of the video program is quite enjoyable and is best summarised by quoting from the cover inlay:

"By far, the majority of the video is devoted to the trains and the line on which they ran. The years covered are 1954, and 1960 to 1963. Locomotives are 20 class 2-6-4 tanks, 30 class 4-6-4 tanks and 41 class diesels. Trains comprise all kinds of mixed, coal, goods and passenger, including the famous Via Crucis Specials with three 20 class locos, and a works train repairing flood damage. Scenes include the unusual 'Wig Wag' level crossing signals at Narellan, and the steepest adhesion grade in Australia. The final days of the line are shown, then the last train."

The programme concludes with a visit to the line some months after closure and again in 1989. To produce the video, Brian Rowling has sourced original movie film in standard 8mm, super 8mm and 9.5mm formats. Some 14 minutes of black and white footage is included. The video cassette's cover inlay informs us that although original footage has been professionally transferred, it is not broadcast quality. While this is true of a good proportion of the footage, its inclusion is conceded for its historical value.

An authentic synchronised soundtrack has been carefully added to the original footage, a feature that is greatly appreciated and adds to the overall enjoyment.

Ross Veraich

Denver & Rio Grande Caboose in 1/24th scale by Delton Loco Works. Distributed by, Five Star Models, 37 Woodmason Rd, Boronia, 3155. Price: \$189.00.

This would have to be the largest item of rollingstock ever reviewed in this magazine's pages. 1/24th scale is large — expressed another way, the scale is 1/2" = 1'. In this scale, the 45mm track used represents 3'6" gauge, a compromise with the actual 3' of the narrow gauge Rio Grande prototype. (For clarification of the various scales used in large scale modelling, please refer to Tony Walsham's excellent explanatory article in the June 1989 AMRM).

Delton describe their model as a "long caboose". The long-er vehicle was used on stock trains; it provided accommodation for stockmen as well as the usual conductor and brakeman. The one piece red coloured body appears to be moulded of high impact resistant plastic and features imitation wood panelling. Detail around the windows and doors has been nicely formed. Strong plastic glazing is fitted. The lettering is crisp and sharp. Separately attached details such as lamps, handrail, grab irons, hand brakes, stove pipe and truss rods are formed of black springy plastic.

The delrin trucks are of an archbar pattern that would, in



Denver & Rio Grande Caboose in 1/4th scale by Delton Loco Works.

the prototype, give a very hard ride. No spring suspension is evident, nor are they equalised. Shiny metal tyred delrin wheel sets are fitted, with one wheelset on each bogie having sprung bush contacts for lighting the interior of the caboose. No interior detail is fitted though.

The model is supplied with a pair of exquisite delrin knuckle couplers. These function just like the prototype and are superb. The jaws close automatically on impact and open again by 'pulling the pin'. Kadee G scale couplers will mate with these.

We are not able to advise on the scale accuracy of the model, but it is nicely proportioned and very well constructed.

Ross Verdich

Adamstown via Fernleigh by Ed Tonks. Published by NSW Rail Transport Museum, PO Box 31, Burwood, 2134. Copies available from 19 Wakal Street, Charlestown, 2290. Price: \$17.00 plus \$2.00 postage.

The book, by the use of photographs and diagrams, traces the history of coal and passenger services over the railway of the New Redhead Estate and Coal Company. Historically this line is the last of the colliery railways which have shaped the character of Newcastle suburbia.

This 116 275mm x 210mm page soft cover book is not a definitive history of the line or the many mines in its 15 km length. However it does give the modeller interested in private line operation an overview of the scene. This is achieved with photographs and highly detailed captions — in essence there is no text included.

The line is of special interest to modellers for not only was it operated by NSWRL locomotives for a lengthy period of time but it also ran suburban passenger services — hence it would make a fine subject to model, and being so small it could almost be achieved entoto.

A number of photographs illustrate the changing character of Burwood No.3, Dudley, Redhead and John Darling Collieries over the years. Coal after all was the reason for the construction of the line and many illustrations of the detail around pit-heads and storage bins are included, and will be of special interest to modellers.

The use of a map gives the reader an indication as to the location of the individual mines while other diagrams show the track layout of individual stations. This is not a book that features locomotives only, although they receive a good coverage, for the rolling stock and the structures, the real items on a railway, are also covered in depth. There are line diagrams items of rollingstock including a hopper and four wheel CHG-type brake van. Of special interest is the 2hp shunter being used to move hoppers around the colliery yard.

While most of the illustrations are monotonous and some have been published a number of times before, they appear to regain life in this book — no doubt lifted though the high quality printing and the interesting and informative captions. A number of colour illustrations cover the modern scene, including candy 47s, mustard pot 830s and a 125th anniversary green 48 class.

A very interesting publication on an appealing subject.

Bob Gallagher.

1988/89 Catalogue by Faller. Imported by Australian Model Craft, PO Box 517, Wahroonga, 2076.

Faller produce probably a larger range of accessories for the model railway hobby than any other manufacturer. Most of these items are building structure kits which, although of European architecture, have a very wide acceptance. This catalogue details the Faller range. Each listing is accompanied by a four colour illustration of the assembled kit, which in almost every instance has been placed in a scene and detailed with human figures and motor vehicles.

Although this reviewer has been in the hobby for many years, the full range of Faller models never ceases to astonish me. It is just like a good book, with the story line in your head as you visualise how the parts and kits could be used on your railway.

Although very brief, the highlight of this catalogue is the new Faller car system. This system supplies motor vehicles that run on the road under their own power without the use of grooves in the road. Mechanical information of this system is included in coverage of the Coffs Harbour exhibition in this issue. In the old days, when model railway equipment was hard to obtain, publications like this were called 'drool books'. As it is almost impossible for a single shop to stock the full range of Faller, this catalogue will still become a 'drool book' for many.

Bob Gallagher.

NSWR MHG brakevan underfloor detailing kit in HO scale by Ian Lindsay Models, PO Box 124, Pendle Hill, 2145. Price: \$4.50.

This is another bi-product for the Trax MHG brake van which is now marketed under the Powerline label. The underfloor of the Powerline vehicle is almost nude when compared with current modelling practise, and this epoxy casting serves to eliminate the problem for modellers who seek the quick solution — and we all fall into that basket.

The detail is cast onto a 25 x 52mm flat base which can be mounted directly onto the surface of the underside of the MHG van. Simply carve away any obstructions, which includes the moulded battery box. It is then a simple task to add the detail casting, although photographs should be used to check that it is mounted in the correct location. The battery box should be facing the section that has the passenger compartment to the right.

The casting detail is very sharp and all visible components are attached to the base. These include the double battery box, hand brake wheel mounts, brake cylinder, air reservoir, electrical box and generator. All appear to represent their correct size and location and are mounted on the base plate so that they are at the correct height above rail level when fitted.

This is a product that is very useful for the modeller who wishes to add detail to what is already a highly detailed model.

Bob Gallagher.

Brake Cylinder for four wheel wagons in HO scale by Lloyd's Model Railways, PO Box 57, Latham, 2615. Price: \$2.50.

The Westinghouse brake gear under a four wheeler varies



from that under bogie wagons in that it combines the brake cylinder, air reservoir and triple valve visually into a single component. This is then mounted onto the centre sill of the wagon and is quite visible when the wagon is viewed side on.

In model form, this was probably the first item of underfloor detail that was ever added by an Australian prototype modeller, four wheelers being so popular. However, the casting supplied by Lloyd's has had the advantage of time and is a very good representation of the prototype. Cast in a white metal, the mould separation part can be detected but is readily cleaned away with a sharp blade or a fine file.

Supplied six to a pack, the brake cylinder has a diameter of 2.9mm while the reservoir is 3.5mm in diameter. The overall length from the flare from the push rod to the triple valve is 15.2mm. Provision has been made for mounting this component onto the wagon with a 1.5mm spigot.

A very useful detailing item.

Bob Gallagher.

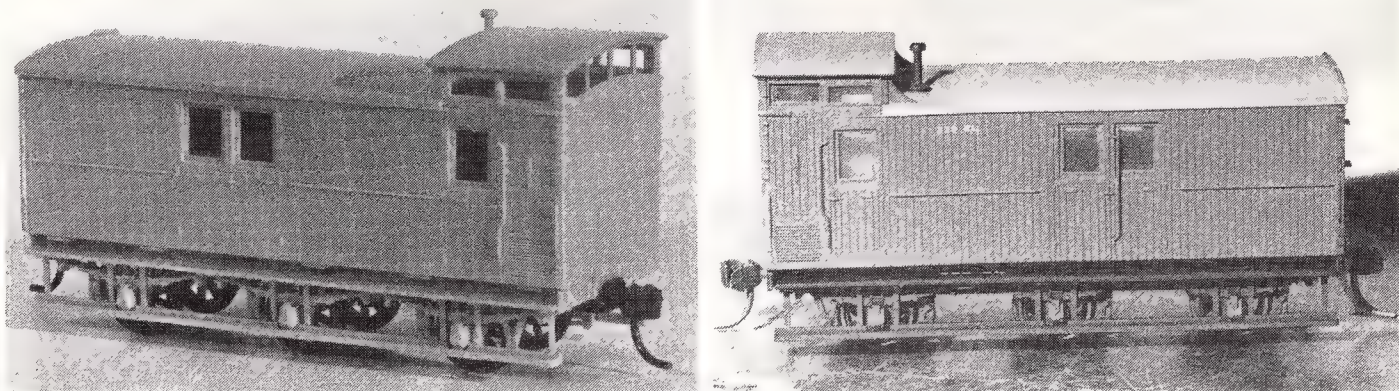
NSW SRA brake detailing components in HO scale by AR Kits, PO Box 736, Grafton, 2460. Price: \$5.85 a pack.

With the steady growth in kits having similar brake detail, AR Kits have released a brake detailing package for modellers who seek to detail their models. Each package contains two injection moulded sprues, each of which includes three brake detailing sets, in the form of brake gear for the GLX/NGLX louver van, CFX/NQFX flat/container wagon and the OCX/NQOX container flat.

Each set is covered comprehensively except for the triple valve in the OCX and the distributor in the CFX set. Each contains brake cylinder and accompanying rodding and levers, brake handles, air reservoirs, load compensating and grade control levers and specialised slide bracing.

From measurement the brake cylinders appear to be the 14" style and while some of the CFX reservoirs appear to differ in size from the prototype wagons checked, the selection made available by the package is comprehensive.

Neither AR Kits nor this reviewer can give any positive ad-



VR Z van kit in HO scale by Broad Gauge Models.

wise on how these components can be used. Brakegear on New South Wales based wagons vary so much that it is difficult to write with authority on a specific class of wagons, for without doubt someone will immediately find a number which differ after being modified. However AR have added supports to locate components correctly and the fineness of some of the parts, especially the rodding and pushrods, is exquisite.

Regardless of these remarks, the availability of these components is an asset to the modelling fraternity, especially for the coal and grain hoppers, the detail of which is clearly visible on the ends.

Now there is no excuse for the naked underside of a wagon.

Bob Gallagher.

VR Z Van Kit in HO scale by Broad Gauge Models, PO Box 136, Boronia 3155. Price: \$28.90.

The Z van has been in existence on the Victorian Railways almost since inception in the late 1850s. It has an unusual design in being a box body with a spindly framed cupola on the roof roof. The vans had timber match boarding bodies. They also had drop windows and a small chimney which protruded forward of the cupola. The vans had either four or six wheels and were fitted with buffers prior to the early 1960s. These vans are used for goods, passenger and mixed trains.

This kit has been moulded in a flesh coloured styrene plastic and its fine detail up to the usual high standard of BGM. The moulded components include the two sides, floor, roof, two ends, sidesills with three axle boxes a side, steps, cupola roof, cupola extension, brake shoes, brake cylinders, chimney and steps. All are cleanly moulded and the detail on the components is sharp and superbly formed. It is now standard with BGM products that virtually every detail item is included on the mouldings and this includes a coupler release bar, tail disc, step supports, wiring conduits, straps around the springs on the axle journals, underframe detail on the floor, grab irons on the side of the van and hinges. A piece of wire is supplied to form and fit the large grab rail on the van section doors. Also supplied are a set of decals, some delrin bearings on a moulded strip and a detailed assembly instruction sheet.

BGM are probably the best in Australia at providing information on how to put their kits together. They have detailed written instructions form and are profusely illustrated with diagrams on where each component must go. If all manufacturers followed the lead of this company, many more of the kits provided on the market would be more assembled. A bonus with this instruction sheet is a silhouette identifying each of the moulded parts. For those without a detailed knowledge of the Z vans this is a very handy asset.

Assembly of the kit is straightforward. Simply remove the parts from the sprue as instructed, remove the moulding pins with a sharp knife and, after washing the components as per the instructions, commence assembly. Firstly, extreme care must be taken when removing these moulding pins as some of the finer parts can easily be broken. The delrin bearings, along with the 11.08mm nine spoke BGM wheels are a fine feature of this model. The bearings must be pushed ever so lightly into the hole provided. Care must be taken not to push the bearing right to the end of the hole for this will allow the wheels to have too much slop, minimising the effectiveness of the delrin bearings.

With time and care, this model can be built up into a superb kit, fully detailed with brake hangers, push rods and all sundry undergear detail items. It can also be made as a four or six wheel version, the choice being left to the modeller. However, it would be advisable to make this choice early in the piece and

remove the centre wheel and springs before assembly commences. There is a need to fill part of the steps where the centre axle box would have protruded.

Glazing is not supplied. However the kit instructions do refer to the cutting of clear plastic for fitting to the model. The instructions also cater for pre-painting parts of the model before assembly, and cover extensively the lettering, painting and decalling of the model. The decals provided allow the finishing of the model to a very high standard.

On one model assembled the body had a slight bow but this was rectified with internal bracing. On another of the models assembled the roof of the cupola gave a little trouble in making it level but again patience overcame this problem. For the fitting of the earlier Kadee five and ten couplers, part of the centre sills of the underframe have to be removed but this is a minor problem. The glazing is the last item added and for those with good eyesight or under a fine magnifying glass, we were interested to note that the window frames are sloped inwards towards the glass, just like the prototype. The detail on this model is so real that one wonders why the sliding glass windows on the cupola do not slide. We are, of course, joking, but this is how real the finished product looks.

Completed, this is a very fine model — as good a quality as the BGM W cars but not quite as easy to assemble as the M van. But this is to be expected for the Z van is, in itself, a magnificent vehicle with plenty of character. The model captures this character without any question. There has been some debate as to the price of the kit and whether it is value for money. The only difference in tooling/production cost between this and a W coaches is the length; the complexity is the same. A superb product.

Bob Gallagher, Geoff Truman and Es Davies

NSWR Lineside Structure Plans by Data Sheets, 12 Whalam Place, Kaleen 2617. Price: \$4.00 each plus \$1.50 postage per order.

Data Sheets have released a further four sheets in their series of standard lineside structures. Each sheet is in the standard A5 format and in detail covers the subject at hand.

Sheet B8 covers the standard station building design type A5 of 1913. This is a four-room timber building which forms a U-shape with hip and gable roof with a verandah to the roadsides and a canopy over the platform. This canopy is supported by an iron bracket. The buildings include a store, a station master's room, ticket office, general waiting room, ladies' waiting room and lavatory, with the canopy being over the centre and the U section. The plan is explicit and shows all sections and elevations including, although not detailing, the width of the platform, this being supplied as a written dimension elsewhere on the sheet. An added bonus to this plan is the specification information supplied for the miscellaneous detail on the building, such as the piers being 10" diameter and the bracing being 6" x 3". All dimensions on this are given in Imperial, which is correct for the era in which they were built; they are not readily transferable into metric. This is a large building and, although in timber, would be used on some medium sized station platforms.

Sheet B2 covers the 6' timber openings on low trestles and for openings in embankments where they traverse normally dry water courses or floodways. The sheet covers openings on timber piles with and without wingrails illustrated and on concrete piles. Again, all sections are illustrated with written details supplying various sized piles required for different embankment sizes. This sheet would be very handy for any modeller choosing to add a little three dimensional character to his track by putting small bridges over what would normally be laid as flat

track.

Sheet L6 and L7 complement each other. L6 deals with a coaling bunker of the 1913 period for loading locomotive coal. Samples at both Thirroul and Valley Heights have been covered on the sheet to show two different types of coal chute operating gear. The details include the roof enclosures over the top coal delivery track as used at these and some other coal bunker installations. Whilst not acquainted with Valley Heights and Thirroul coal stages, the bunker is single sided in distribution and has a track running up the centre of the bunker. This is fully covered by corrugated iron, on sides and roof.

The second sheet, L7, deals with the coal bunker trestles for approach to this top track. The details included show the bent types A, B, C and D. These are used for different heights on both concrete footings and timber piles and could be used for any elevated track on bents of varying sizes. The centre of a trestle at the Thirroul loco depot bunker is shown in smaller scale. These sheets would be essential for anyone wishing to build a covered coal bunker. Both sheets have small site elevation drawings of the Valley Heights coal loader. As more layouts come close to completion, there is a stronger demand for plans like these to assist the modeller who has to resort to hand building this type of modelling detail. The plans are of immense help.

Bob Gallagher

Index to Bulletins of the Australian Railway Historical Society: 1937-1987 by H.G. Quinlan, ARHS, ACT Division Inc., 1988. Available from the publisher, PO Box 112, Civic Square, ACT 2608. Price: \$30.00.

Out of the past: moving stories of railway construction in a harsh climate; intriguing political relationships with railway administrations; fascinating railway personalities; informative locomotive, carriage and wagon histories; the influence of railway operations on cities and country towns.

These are just some of the topics canvassed in the Australian Railway Historical Society's Bulletin during the first half-century of its existence. But where to find them? Which year? Which volume? Which issue?

How frustrating for researchers! Until now! Dr Howard Quinlan, the Society's ACT Divisional Archivist, has compiled a comprehensive index which identifies Bulletin articles on a particular subject, or having associations with a certain location. Details recorded for each entry include title, author(s), location of article, a brief summary of its content, complementary notes (where applicable) and keywords (for indexing purposes). Articles are indexed by title, subject and writer(s).

The value of this 300-page index, produced in co-operation with the Bureau of Transport Economics, cannot be underestimated. It will be of significance to modellers and prototype researchers alike. Purchasers of the document will find it to be a comprehensive record of historical Australian railway and tramway literature. A worthy addition to the individual or club bookshelf.

Paul Rogers

NSWGR C30T 4-6-0 White Metal Kit in HO Scale by DJH Models. Imported by Footplate Models, PO Box 1, Higgins, ACT 2615. Price: \$345.00.

The electrification of Sydney's inner suburban lines in 1926 resulted in a surplus of C30 tank engines which were too valuable to scrap. As most of the locos then operating on the lightly laid branch lines were of vintage age, it was decided to convert the surplus engines to branch line tender types. Between 1928 and 1933 they were converted by cutting off the frames behind

Continued on page 58.



THE WAGR STANDARD FOOTBRIDGE (Suburban Overbridge)

by Graham Watson

Railway administrations, since the earliest of times, have gone to great lengths to physically segregate their patrons from the trains when one must cross the other. A standard way to achieve this is by providing footbridges, not only at stations but also along the right-of-way.

Above: Subiaco footbridge and characteristic WAGR style signalbox in the early 1980s.

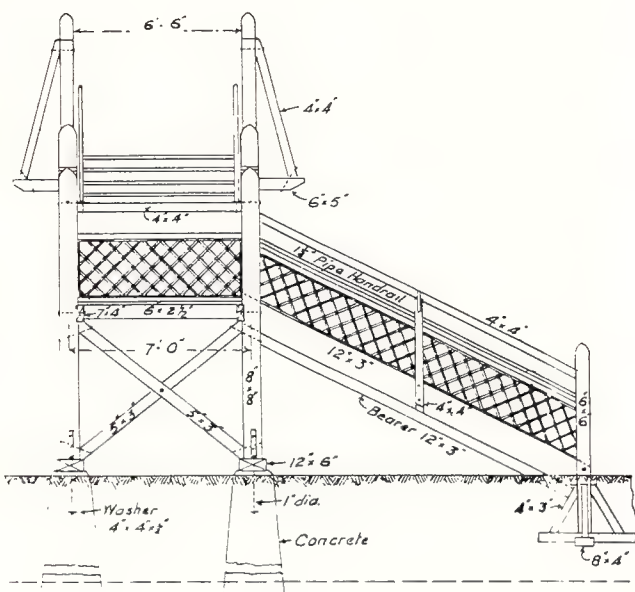
Photos by author unless otherwise noted.

Subiaco footbridge, January 1986. Adrian Gunzburg photo.

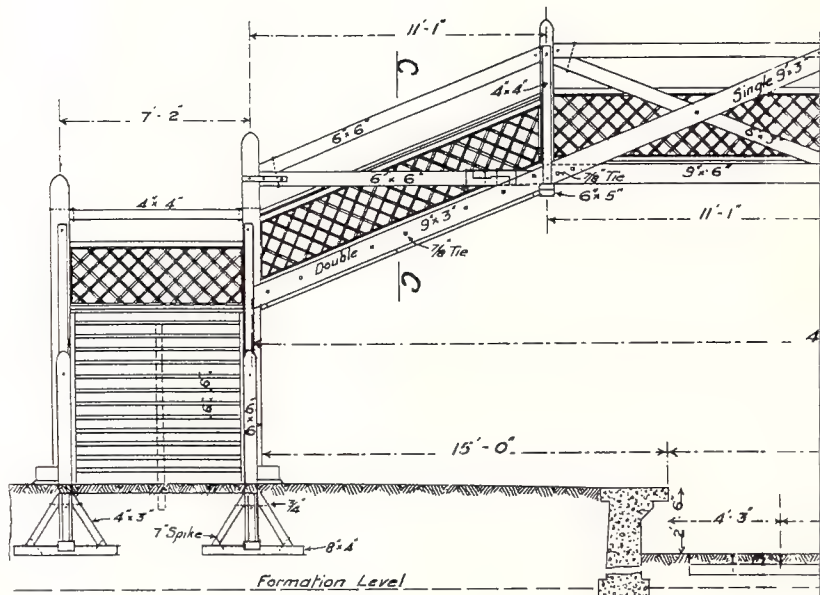


STANDARD SUBURBAN Scale

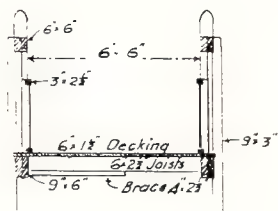
NOTE. All exposed woodwork except decking, treads and risers also underside of bridge and steps to be primed and painted 3 coats in oil colour. Lattice work to receive 2 coats.



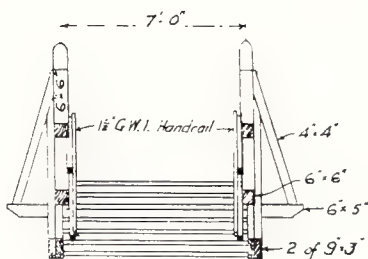
END ELEVATION



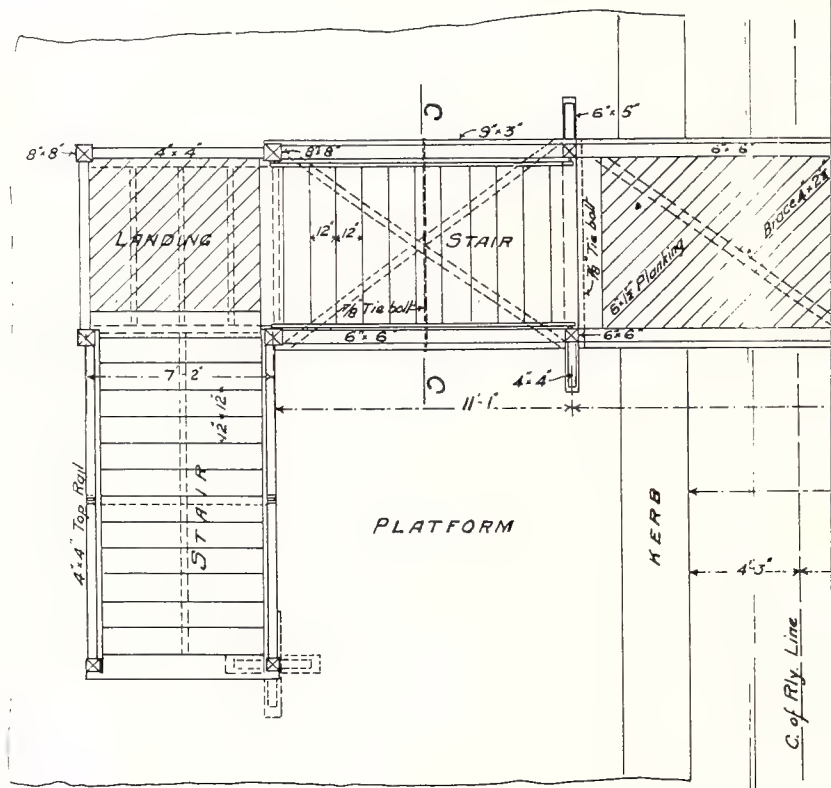
HALF ELEVATION



SECTION B-B



SECTION C-C



HALF PLAN ON TOP



West Leederville, early 1980s.

Subiaco, early 1980s.



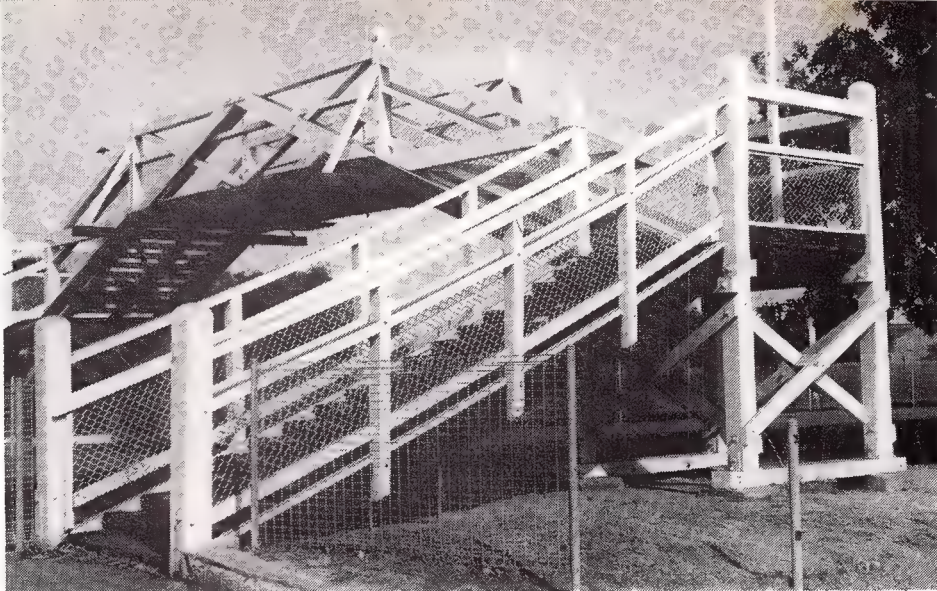
Westrail, or the WAGR is was then known, was no exception in this regard and at one time had installed footbridges at most suburban stations and also at a number of outer suburban and country stations. Those suburban stations which did not have footbridges were equipped with underpasses and 'grade' passenger crossings were not installed until quite recent times.

No doubt the maintenance costs related to wooden footbridges caused their demise and they have been progressively replaced with either steel footbridges or the now ubiquitous 'maze' grade crossings, with the resulting increase in accidents.

Not all the wooden footbridges were of the design of the accompanying plan, but most were. Today there are only two remaining, one at Subiaco and the other at West Leederville, both stations being on the Perth/Fremantle line. With the impending electrification, one wonders if their days are now numbered.

Close examination of the photos reveals that there have been very few modifications over the years, the main ones being wire netting replacing the lattice work and the addition and style of lighting. Also noticeable — just — on the photos of West Leederville are the sheets of corrugated iron under the footbridge to protect the timbers from the emissions of loco stacks.

For those modellers seeking information about the WAGR, this plan also gives the spacing of double track, the height of platforms above the rail level and distance of the centre line of the track to the platform face. ■



Timber structural detail. West Leederville, early 1980s.

MAILBAG

Sir,

I suspect that Mr B.L. Herbert's proposed model of the AIS diesel loco will be as good as, if not better than, the M van depicted in the photos he supplied in Mailbag, Issue 155. Being built from matches, I consider the M van an excellent piece of modelling. Therefore, he should not be fearful that I may look into the cab of his proposed loco and see no detail, when he submits a photo of the loco to Page 14. He may be pleased to know that some of my earlier locos also lack cab detail. One should not be concerned with the opinion of others when submitting photos to the magazine.

It is great to see someone else building in a scale larger than those flea gauges of HO and N. To read about building models completely from raw materials is also a pleasant change from the constant kitbashing so prominent lately. The master builder title worries me, as I consider myself an average modeller, having met others whose modelling capabilities are beyond my achievements. I might be a stickler when it comes to fitting visual exterior detail, but this is my own choice. My suspicions are that Bob Gallagher had something to do with bestowing this title upon me. I hope to get my own back one day. However I must admit it makes one a wee bit proud to receive such a title.

Sorry I can't help with the cab detail. Good luck with your future modelling project. Mr Herbert and I look forward to seeing the results of your fine effort in this great Magazine of ours.

Harry Bender,
Bentleigh, 3204.

Sir,

What has happened to the local friendly(?) model railway shop? Now virtually retired, living on a very fixed income, I wish to return to a hobby of many years, of railway modelling. My nearest model shop is Wagga Wagga, eighty plus kilometres away! In six weeks, I have written to four advertisers in your magazine, enclosing the customary SSAE and have not had one reply!

Maybe the value of my enquiry was, in monetary terms, too small; in other words, the regular outlay of \$80 to \$100 per month, for some months, is of insufficient interest to those concerned! If these concerns do not wish to sell the products they advertise, indeed if they have them at all, maybe they should 'shut up shop' and apply for unemployment money.

Maybe a sheet or two of writing paper, an envelope, or two in my case, plus two 39c stamps, the time taken in writing the letter, a trip of six kilometres each way to the Post Office, is of no importance!

Needless to say, I am very disillusioned and now wonder why I bother at all! Perhaps I should go into the paddock and ruminate, stagnate, or just become a vegetable!

What a way to promote a hobby!

Oh yes, my proposed model is based on my childhood location, the Mendip Hills in Somerset, and a very modest layout to boot, though I cannot imagine a 1.8m x 1.2m layout without my favourite 3801 and a string of BS, FS and TAMs etc., or even a class A93 on the Batlow line (though it has impossible scenery). The hobby shops written to so far were located in Wagga of course, Brighton (Victoria), Canberra and a Sydney western suburb.

Your magazine has gone ahead in leaps and bounds since 1973 (35c and 32 pages). The current artwork and layout is splendid, i.e. April 89. Keep up the good work and congratulations.

Roger Faxton,
Gundagai, 2722.

Sir,

I seek help in a problem that undoubtedly several fellow model railroaders have experienced. The problem is electrical interference on the TV or radio from my model trains. This means I cannot operate my emerging model railway.

I have two other friends with the same problem. One is living in a flat and cannot run his railroad as it is affecting the neighbouring flats, so the problem is real. As local knowledge is not that informed, I seek help/advice/hints/ways others have solved this most trying problem. Please either help me by writing to Mailbag.

David Head,
Eltham, 3095.

Sir,

I am writing to you to express my appreciation for a truly great day at the SCMRA annual seminar on 13 May. The degree of organisation and thought applied was first class. As a newcomer to the hobby, I found the level of instruction easy to understand and not go over my head, and yet would also suit an experienced modeller.

The instructors were very friendly and helpful and were only too pleased to answer my dumb questions. If 'Fred' didn't know the answer, he directed me to 'Bill' who did know.

The price was right, the info very helpful, the tucker was beaut, so all you modellers, regardless of your level of expertise, roll up next year and increase your knowledge of a great hobby and have a fun day as well.

Brian Meehan,
Merrylands, 2160.

Sir,

Hooray, somebody is at last about to release a model for us Australian narrow gaugers, an SAR 830 class in brass no less. But what's this — shock, horror, dismay — another interest rate rise or pay cut? No, worse, it is to be released in 12mm gauge.

Please, Mr Berg, what about us guys in SA in particular who use 10.5mm gauge (HOn3) — there are a surprising number of us. I have sent a similar letter to Bergs and intend to contact clubs in SA urging them to write to Bergs and protest and I also urge other modellers to do the same. Perhaps if enough interest is shown to Bergs Hobbies they may just narrow those bogie frames down a little bit more to suit HOn3.

I loved the Brasstic 48 class article as it relates to our 830 class as well; I have a set of MU boxes off a Bergs 48 if any of you NSW modellers are interested.

W. Hoskin,
Brahma Lodge, 5109.

The problem with marketing anything for 3'6" gauge in HO is the lack of standardisation of gauge amongst modellers around Australia. Whilst it is known that the majority of narrow gaugers in SA model in HOn3, the majority around the rest of the country use HOn3½. Bergs Hobbies have had to make a commercial decision on which gauge to use and we understand their research shows they will sell more in 12mm gauge overall. Your letter has not been in vain, however. It is a vexed question that needs an airing. Perhaps there are hordes of you HOn3 modellers out there — we just need to hear more of you if you want products for that gauge. — Editor

Sir,

What a shock when I opened the current issue to learn of the loss of four young members of the Corio club. In common with many of our fraternity, I have shared a meal, a tea or coffee, or a beer and a joke with them.

On a different tack, our hobby at times pays a lot of attention to detail and one field I am very familiar with is horses and vehicles.

This is one aspect that a lot of today's modellers have not had the opportunity to study. Cars, trucks, planes and other forms of modern types of transport are all around us to study details.

On page 64 of the August issue there is a bloke going to be in a lot of trouble with his team and waggon. For a timber load, timber was always carried without spacers between the layers of planks. And then roped or chained DOWN so it could not slide into the team.

The horses cannot pull the load, as they have no traces! For this weight team, the traces are chain, running from the hames (iron bars each side of the collar) to either hooks on the splinter bar, or swingle trees. To restrain, stop or back the waggon is impossible as they have no pole chains!

The wheels on the waggon are of the heavily dished European style and, as shown, are in danger of collapsing.

For a two horse, or pair horse team, the driver would not drive from the ground, especially not waving a whip heavy enough to tie up the Queen Mary!! To drive this type of team, he would perch up on the load, and steer them by reins.

Horse-drawn vehicles never reverse, they 'back'. To back into a dock, or up to a rail truck, a good team was backed into position by use of the reins and voice, and I have known many teams backed by the voice alone. The other method was for the driver to take hold of the bridles (the horses' head gear) and direct them back that way.

This is a lot easier on the team if they are fitted with breechings, as in the photo. A strong strap around the back end of the horse, into which he could apply his weight to stop or back a vehicle.

The strain was from the breeching seat, via the breeching straps or chains, to the hames, then by the pole chains to the end of the pole.

By the way, breechings were very common in Sydney, and almost unused in Melbourne.

And a waggon of the weight shown would also be fitted with brakes, operated by the driver from the front of the waggon, by a lever often with a foot bar on it, by brake rods of steel to the hind brake levers, to the brake beam and blocks.

Railways, America and the Army spell it WAGON, but Australian and English coachbuilders spell it WAGGON, but either is correct.

Lindsay Collins,
Blackburn, 3130.

Lindsay is working on a number of articles that will assist with the modelling of horses — Editor.

Sir,

Please accept my heartiest congratulations on your efforts in producing the June 1989 AMRM. My thanks go also to every contributor, advertiser and subscriber.

112 pages (including covers) is no mean feat, especially

considering that it is only just over 26 years since AMRM first appeared in May-June 1953. By comparison, your American contemporary from Milwaukee, Wisconsin, didn't publish an issue with 112 pages until its Vol.40 No.11 in November 1973, 26 years later, so to speak, than AMRM in its fourteenth volume.

Consider also that their 112 page issue had 187 advertisements, while ours had but 48, and also that their hobby shop directory consumed eight pages, while ours was spread over but two pages.

The proof of the pudding can be seen on the two respective contents pages. Theirs had 11 articles, while ours has 12, and theirs had 12 other departments and miscellany, while ours has 18 listed.

Some people consider that the American magazine is the leading publication in the model railway (or railroad) field, but on a weight-for-age basis, I am sure that the honour belongs to the Australian Model Railway Magazine.

Eddie Ward,
Ipswich, 4304.

Sir,

As most standard gauge V/Line interstate locomotive workings have been covered in previous Mailbag sections of AMRM, I thought it may be of some interest to readers to know something of the three remaining broad gauge lines that still run into NSW from Victoria.

The first is the line from Echuca to Barnes (NSW) where it branches to Deniliquin (NSW) and Moulamein (formerly to Balranald), also in NSW. Loco workings on this line previous to 9/3/87 were Y Class only. This was because of the weight restriction on the combined rail/road bridge over the Murray River at Echuca. The locos that ran these services were based at Bendigo. The only Y Class locos which were unable to work this line were, of course, the standard gauge units (Y101, 102, 103, 104). In the first quarter of 1987, V/Line conducted a loco weighing programme in which they found that nine of the third series T Class engines were lighter than the rest of the fleet. These were: T370, 376, 378, 385, 386, 390, 391, 392 and 407. So, as from 9/3/87 these engines frequently worked the above-mentioned lines. The new rail-only bridge was opened on 3/2/89 and has seen most other classes of mainline locos pass into NSW, e.g. G, B and X. T Class units still work some of the services but X Class workings seem to be the norm.

Now onto the Strathmerton-Tocumwal (NSW) line. This line also had a combined rail/road bridge. A small section of it fell away in late 87/early 88 and the new road bridge was opened a little earlier than planned. There is still a weight restriction on this bridge, T Class and lighter I think. As the Shepparton goods is mainly a lashup of T and Y Class units, these work a weekly train to Tocumwal (mainly sleeper traffic). The SRA connection to Tocumwal is now closed from Jerilderie.

Finally, there is the line from Yarrawonga to Oaklands (NSW). There is a separate rail bridge at Yarrawonga, which is currently closed for major repairs. Trains on this line were normally X, S and T class from Benalla. The SRA connection is also closed at Oaklands.

As with other letters on this topic, I am sure that other readers may like to add to this subject as my information is fairly brief.

Thanks again for a terrific magazine.

Grant Payne,
Kyabram, 3620.

Sir,

May I please be permitted a mild quibble with Mr David B. Cooke?

In his article 'Origins of Codes — 2 NSW Passenger Cars' (AMRM Vol.14, No.3, June 1989, pp21 and 25), he refers to a letter of mine published in AMRM, Vol.14, No.2, April 1989 (pp. 38 and 65) and credits me with saying something far stronger than I had intended, or than I think is warranted, by the wording of my letter which was reasonably carefully phrased — i.e. "my understanding", "my summise", "probably" — to indicate that I was doing no more than advancing possible conjectural hypotheses for discussion rather than definite theses or assertions (please check dictionary definition).

I am reasonably happy to accept Mr Cooke's statements in correction, though I would have been even happier had he provided more definite references to his sources. I am inclined to think that the use of various letters in codings was, while reasonably logical, rather random and ad hoc and not necessarily always specifically documented. There is reason, too, to think that the meanings of various letters changed from time to time to suit requirements, e.g. the G in GLV and GSV. Almost certainly the G in GLV did not stand for 'grated', though I am open to correction on that point.

As a graduate with a major in History, I am rather inclined to agree with Mr Cooke that articles appearing in AMRM very often do provide better "value for money" than do many of the articles appearing in historically oriented publications. Many AMRM articles bear all the hallmarks of careful, exhaustive and comprehensive research (not to mention the lavish presentation!) and, more importantly, are frequently well referenced with regard to sources — something that, generally, is sadly lacking in 'historical' publications. For any material to have any significant claim to being of historical value it is necessary that it be adequately referenced either by footnotes-end notes and/or a comprehensive bibliography listing all primary, secondary and tertiary sources.

Unfortunately, Mr Cooke failed to provide these with his very interesting article beyond vague references in the body of his work to Departmental Manuals and Archives. What Manuals and what Archival material, Mr Cooke? I am not expressing any doubt that Mr Cooke could produce references to his sources. I am quite satisfied that he could. It is just a matter of mild regret that he did not do so.

May I wish Mr Cooke and his colleagues every success with their forthcoming book (publication date?) on the coaching stock of the NSWRL. I, for one, will be looking forward to it — particularly if it is adequately references as to sources.

P. Burke,
Barnsley, 2301

Sir

I would like to take this opportunity to say thank you for publishing my article about Gauge One wagon construction in the February issue of this magazine. I was so pleased to see this article in print that I've decided to write another one, as an update, which hopefully will give readers of this magazine an idea as to how I make buffers, brakes, etc.

In the meantime, I would like to see a few more Gauge One modellers write to this magazine and maybe also send in a few photos to tell us all that Gauge One is alive and well in Australia. I say this because many people I've spoken to don't seem to have any idea as to what I'm talking about when I mention Gauge One. I would like to believe that if more Gauge One enthusiasts write to this magazine then, hopefully, more readers will take a greater interest in modelling in the premier gauge.

Peter Sansom,
Kahibah, 2290.

Sir,

I am writing regarding the TNT Monorail as seen in February AMRM. I would like to bring the following to the attention of readers and probably those like myself who have already purchased one. Having spent \$189.95 plus \$8.00 postage to have one sent to me, I recently went into a model shop and saw that they are now available for \$135.00. I wasn't pleased to see that I had paid \$62.95 to buy a model that was supposedly a 'limited edition'.

P. Mackie,
Adelaide, 5000.

Sir,

With reference to the article by Rob Nesbitt about the use of CPH rail motors on page 65.

Today it was announced on the local radio station that if the Olympic Way is cut by rising flood waters between Wagga and North Wagga, extra rail services will be used to transport people between these two points, but a timetable has not been released as yet. From what I can see, it looks like the CPHs or similar are going to take over Wagga again.

This morning the Murrumbidgee River is at 9 metres and rising. They expect 10 — 11 metres.

Glen Schackier,
Wagga, 2651.

A flood special service was also ran by a 48 class plus three cars between Wagga and Bomen (Nth Wagga) approximately every hour. — Editor.

Sir,

I just received the latest AMRM and was quite impressed with the extra 24 pages to the usual 72 page issue. This proves that the Australian model scene is growing at an increasing rate to previous years, thanks to manufacturers such as AR Kit Co., Footplate, Lima and Powerline. These companies have all produced excellent models or kits for the Australian market, quality unheard of 5-10 years ago. This has been possible through increased interest through your magazine and the manufacturers' initiative by modifying dies to obtain two or more different variations in a model.

Secondly, I wish to bring up the topic of marketing for AMRM and Australian model trains. It seems that we only advertise within our modelling circle as though the hobby is one big secret to be shared among only those in the know and those who happen to stumble across a hobby shop in their local area. I have noticed some model railway clubs advertise an exhibition through the radio or press; this must cost a fair bit although it must pay for itself through extra attendance. I feel AMRM should look at some marketing strategy through media advertising to reach out to all the potential modellers of Australia or possibly overseas. By looking through your magazine I believe it is printed at world standard and should be exposed for all to see. This would inevitably increase readership for AMRM and increase the demand for Australian model trains.

Andrew Harding,
Kirrawee, 2232.

Sir,

It is my unfortunate duty to inform you that the model railway exhibition, organised by the Lakeside Model Railway Club, to have been held at Pender Place Shopping Centre, Maitland, on 22/23 April 1989, had to be cancelled due to lack of suitable sponsorship.

We thank AMRM for advertising our exhibition in the Diary and ask if you would be so good as to print this apology on our behalf.

Keith King,
Lakeside Model Railway Club,
Booragul, 2284.

Sir,

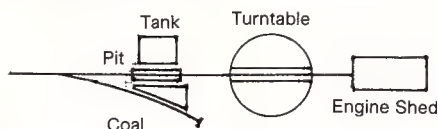
Having just discovered your magazine and recently issued Index of previous issues, I have had the opportunity of gleaning all relevant information in my area of interest — 'Victorian Railways of the 1950s'. You have put together a really informative and quality magazine. I don't agree, though, with many of the editorials that express the perceived 'cringe' of the Model Railway Hobby; the recent Camberwell Exhibition proved to me that the hobby is healthy and the interest level is high with a broad range of types of people from the 'crazies in odd looking clothes' to the boys with hats and the professionals in collar and tie — I guess that just adds more interest to a creative hobby.

Peter Brown,
Diamond Creek, 3089.

Sir,

I have just read with great satisfaction the June 89 issue of AMRM and would like to add some information to Ron Cunningham's comments re 'Some Basic Layout Tips' on page 41.

A somewhat more compact 'loco' would be that at Rankins Springs in NSW as shown in accompanying diagram.



Details including the yard layout are on Page 248 of the November 1984 issue of the ARHS Bulletin.

A photograph on Page 316 of the November 1988 issue of the NSW Railway Digest gives reasonable details including the track formation showing a raised formation and an above ground turntable.

Peter Robinson,
Punchbowl, 2196.

Sir,

First, let me express my appreciation of the AMRM magazine. As a very new model railway enthusiast, I look forward to reading the articles and news every two months.

I am aware that what I thought to be a simple exercise to make a train run around a track has turned into something more complicated. I thirst for knowledge.

The magazine, I find, does provide some ideas but seems pitched at more the advanced stage. Some of the construction projects (conversions, etc.) seem to make little sense to me.

Are there plans to have a primer or beginner's set of articles? I am interested in fitting Kadee couplers. Everyone talks about fitting them, but nowhere yet have I seen appropriate articles to convert carriages and locos. Currently I have a mix of Lima carriages, Lima and Jouef locos.

D. Pangrazio,
Beverly, 5009.

Over the years we have covered the fitting of Kadee couplers to

most brands on the Australian market. Due to this and other requests for help, a more complex article on Kadees is being prepared for publication — Editor.

Sir,

After reading Jim Leppitt's article in the April 1989 issue on HD Departmental vehicles of the Victorian STA system, I recall a photo I took at Easter 1988.

Jim stated at the end of his article "all that is required is to find a suitable 'out of the way' siding on your layout on which to leave it standing" (i.e. the model).

Well, from the attached photo, I found an 'out of the way' siding on the VR at Westall on which the wagon was standing! When I came across it I was amused by the graffiti because one gets the feeling of heavy metal when you stand beside this wagon. I trust other readers will be amused by the photo.

Tony Hough,
Glen Waverley, 3150.

Sir,

I am writing to enquire whether anybody who may have been around during the 1954 Royal Tour of Australia by HM Queen Elizabeth could solve a problem, or rather a mystery, for me.

I would like to know whether 3808, which acted as pilot engine for the Royal train during HM's travel through NSW, was painted Royal Blue for the occasion.

I have some (black and white) photographs of 3808 taken during the tour, which state on the caption that it is painted Royal Blue, lined in Ivory. I also have some friends and relatives who confirm this, but I also have just as many who say that it was Green and not Blue.

So, could anybody confirm this with some colour photos or some written evidence, as I would like to paint one of the new run of Mansfield 38s, if it did exist.

Doug Clark,
Peakhurst 2210.

Sir,

Re the 1989 SCMR Seminar at Strathfield.

As this was my first SCMR seminar, I went to Strathfield not knowing quite what to expect. What a pleasant surprise! A very well-organised day — David is to be heartily congratulated.

All the presenters were confident in their chosen field, and it was certainly enjoyable to have some of them sit in on one another's presentation and 'test' his knowledge (and sometimes tolerance). I know that I certainly picked up quite a few hints and ideas and, judging by the comments of some of the others, I was not alone in this respect.

One item does, however, warrant special comment; the closing presentation by Ron Cunningham, regarding improving the profile of the hobby as a whole, and ourselves as individuals or groups within the hobby. I am sure that we all agree that promotion of the hobby is beneficial to all enjoying their involvement in it, although I felt that Ron did not dwell long enough on this aspect of it — that we must have a purpose in mind behind

any effort to promote ourselves.

I feel that a positive way to find out what we really need to do to achieve his (our) aim is to form a sub-committee and then brainstorm ideas that could be printed in AMRM to try to get feed-back from the of silent majority of readers.

Finally, apart from being a most enjoyable and worthwhile day, I can now put faces to names when I read articles in the magazine, and I will better understand the personality behind the particular literary style of the authors that I have now met.

Contratulations to all of you; I am looking forward to next year.

Greg Smith,
Campbelltown 2560.

Ron Cunningham's closing remarks at the SCMR Seminar form the basis for our editorial this issue. What are the thoughts of readers? — Editor.

Sir,

I find I must write in regard to a recent article re: Origins of Codes — 2. I feel that, as an operator of SW (Morse code), some other explanation is needed for the omission of the letters C and D from the NSWGR passenger car codes. It would seem, perhaps, that these letters may have been allocated to types with soon after became extinct (M and L perhaps?).

To illustrate this, morse nowadays is sent with an intermittent modulated tone. A time constant is used in relation to character formation. This timing is based on one dit; three dits to a dah; with three time intervals between these letters (seven between words).

With regard to the example given, that is A confused with E, if the dah in A was 'lost in static' the time interval between characters would have been double what it should have been. The missing piece could therefore have only been a dah (or 1 ½ dits!)

This is assuming that there is 'static on the line'. Whilst atmospheric noise can be off-putting on air, I have rarely encountered such a time that it is bad enough to obliterate the tones. Of the time mentioned (1890s), a sounder was most often used. Solenoid operated, it responded to a current sent on the wire. Whilst voltage is present, the device is inactive, whether or not the voltage was generated by the storm.

In conclusion, I would like to point out that if Mr Cooke's explanation is to be accepted, then the same reasoning must be applied to other letters as well. C could be then be confused with K and F as well; not mentioning other characters not listed, but nevertheless used.

For any competent operator, no such confusion would arise. That is, assuming NSWGR had any! Any railway administration that used B for First Class and F for Second would need to be suspect anyway.

Malcolm Moors,
Strathdale 3550.



Featuring at the 1989 Brisbane exhibition, The Barfi Light Railway prepares to haul a passenger train away from the main terminal, Kutch Bazaar. Note the Indian figures adjacent to the station which was manned by a very prim and proper Station Master.

Left: The small dwellings adjacent to the station on Ken Walker's Barfi Light Railway. From photos shown, these structures are characteristic of the area being modelled.

Brisbane – Queensland

One of the most often asked questions regarding exhibitions is 'how do they compare?'. When this question is further analysed, the enquirer is usually trying to differentiate between the main exhibitions of each capital city to see which is the best. Unfortunately, this question can never be accurately answered because each of the main exhibitions in the cities of Adelaide, Brisbane, Sydney, Melbourne and Perth differ so much from each other that no true comparison can be made. It can, however, be said that Brisbane would be the most commercial of all exhibitions and has a very solid influence of proprietary modelling. Having said this, it is also true that Brisbane always comes up with something different. This different display may not be of the highest modelling standard attainable, but it is always an added bonus for the hobby.

The Brisbane Exhibition is organised by the Australian Model Railway Association, Queensland Branch, and is held over the Queensland Labour Day Weekend in May. It is held in the exhibition grounds adjacent to Fortitude Valley. Over the years one of the difficulties with the Brisbane Exhibition has been parking, but this has now been alleviated by the use of the adjoining exhibition ground. A definite benefit for the exhibition.

The commercial side this year consisted of shops moved almost totally (stock wise) to the exhibition. On display was retailing at it best with special uniforms for some of the staff, straw hats, etc. etc. The shops concerned included J&J Hobbies, Bill Webb Model Railways, K&R Model Trains, Hobby Connection at Woolloongabba and the City, Quality Scale Models, Mr Toys, Railco, Valley Toyland and Zigzag of Annerley. There were bargains galore and these organisations seemed busy all weekend. They were also assisted by the Marklin bus which, while not selling, was displaying a fine range of Marklin and Australian Model Craft products. Railco was also displaying a range of the new Northern Models epoxy kits while K&R Model Trains had a couple of the Queensland 1620 class diesels on display. These are kits that have been produced by the export division of Railmaster.

The highlight of the exhibition was supplied by Ken Walker with his Barfi Light Railway. This was a finescale model of an South Indian narrow gauge branch railway line which was detailed with typical Indian structures and a lot of hand-built models. The scale modelled was P4 with 10mm track gauge.

The layout even included the emancipated Indian figure which had been made up out of wire and suitably filled in and painted. Ken went to great lengths to explain that he could not use normal figures for his layout because these are based on the European and American physique which is not commonly seen in Indians. Although incomplete, this layout showed the efforts of many years of research and no doubt, in time, will be one of the finest layouts on display in Brisbane.

The Australian scene was covered by Keith Trueman's Broadford, with the recent additions to this layout, one being a model of an A class. Another layout displayed by Darcy Brittain and Geoff Entwistle was a dog-bone style with a single main track, goods yard and engine servicing facilities. It was entitled Railways at Work and it basically displayed a single train roaming around this dog-bone shape which, over the weekend, dis-

EXHIBITIONS 1989

played a large range of rollingstock and an extensive locomotive roster.

Rodney James's Crafton was again on display, having been modified over the last few months, and once again proved to be a real crowd pleaser. Although not running all Australian trains, John Lees presented a rather large layout with a combination of Australian, English and American stock. In every instance however the train consists were consistent with the prototype of the locomotive pulling it, and some of the Queensland trains were quite impressive.

Brisbane is always supported by a large group of Hornby collectors and this year was no different, all of these layouts being grouped together at one end of the hall. There is little doubt that these enthusiasts are an entertaining lot, as the crowd grouped around and watched their old memories going

past. It is also interesting to note the keenness of one operator who, in endeavouring not to damage his clockwork models, was dressed with a single white glove on the hand that held the locomotive during the winding process. He received a rousing cheer when he managed to slightly overwind a model and have it go so fast that it fell off on the first corner. It should be pointed out, however, that while this may have pleased many, it was not in keeping with his treatment of fine pieces of history.

The little disappointing aspect of this display is that they were all grouped together and for the casual observer it can become a little tedious seeing six and seven almost similar layouts at once.

Brisbane is always known for its large N scale involvement and again this year there were two extensive layouts, one by the Southside N Scale Club and the other by the Brisbane N Scale Group. Over the years both these groups have been striving towards a high exhibition standard and this year they achieved it, not only in their running and their selection of trains but also in the selection of how their N scale track modules were placed together, each module complementing the other without any visual detractor. Both groups should be congratulated on their efforts towards promoting their side of the hobby. They did a fantastic job.

In all, there were fifty exhibits at this exhibition and it is difficult to mention each and every one of them but it is important to note that they all made an important contribution towards the size and quality of the exhibition which this year had to strive to draw back the crowds that were lost in 1988 when Expo was opened.

A number of groups were involved in supplying information to the visitors and this included the ARHS, the SCMPRA, the Brisbane Live Steamer Model Engineering Society, the Australian Narrow Gauge Railway Museum, the Steamworks & Friends, and the Queensland Pioneer Steam Railway Co-operative Display Ltd.

Other displays included a static exhibit from the Queensland Society of Model and Experimental Engineers, Brian Moore's Central Bridge, Ralph Simpson's layout that grew displaying English prototype at a small cost, Wal Corben's Autorail, the Railway Modellers' Club of Queensland's narrow gauge display which features a sawmill and construction camp and the Train Place, showing a static display promoting their rather large

exhibition which is situated near the Gold Coast.

As indicated at the opening of this report, Brisbane features commercial displays and N at its peak. This year was no different and the exhibition was extremely entertaining and, from what we understand, was quite successful in drawing the crowds back.

Coffs Harbour

The second Coffs Harbour Model Railway Exhibition was held on the first two days of the June long weekend, having been forced to move from the previously used Anzac weekend. Held in the Civic Centre, which is extremely close to the main commercial centre of the city, this exhibition provides the hobby with the opportunity of taking itself to the country folk. From the attendance visible throughout the hall on both days, this was achieved with some gusto. It was also interesting to note that although this was a country town, and obviously a railway town, they were quite knowledgeable on railways and quite willing to talk to the exhibitors.

Although a few layouts made a return to Coffs Harbour from 1988, there were many new displays and this no doubt provided the regular attendees with some variety. It was also interesting to note that there was a large contingent from Newcastle and one must wonder if there were any modellers left in Newcastle on the June long weekend.

Layouts on display included Menangle from the Model Workshops Group, Franklin County by Gerry and Lauris Hopkins, Smokey Flats from the Sydney N Scale Society, John Higgins's LGB and G scale layout, and Newunga Junction from the Newcastle Model Railway Society which displays a very fine NSW N scale scene. Others included Reid Gaffy's Dead River and Smokie Flats, and two NSW based layouts which have been the property of the Warrimoo Model Railway Club and are now being run by modellers associated with Warrimoo.

The Corben's with their Autorail were present, as were the Moore's with their Central Bridge, once again these two couples taking their hobby to the country. Cockroach Creek from the King family was on display as was the Renegade Railway from Our Town Model Railway group. The commercial side was catered for by Quality Scale Models while John Kramer had his Lego railway on display, as well as his range of books on the local area. Oytos, a local shop starting to feature model railways, presented a rather wide and extensive range of products. The Southern Cross Model Railway Association presented a video display, as well as a stand for selling the Australian Model Railway Magazine.

The proceeds of the exhibition go to the Dorrigo Railway and Museum and this year the Dorrigo Railway was represented by a display of photographs showing some of their preserved items. At the tea supplied to exhibitors on the Saturday evening, Keith Jones from the Dorrigo Railway gave a brief talk on where the railway was going. It was interesting to note that Keith emphasised his desire to assist modellers with the information they require about the items held in the Dorrigo Museum. Although not stressing it, there is little doubt that Keith intended modellers to make contact with the Museum before they try to enter the Museum to photograph or measure equipment.

Bob Donaghy and Peter Moses presented their Kickatinalong layout which, in their usual style, features a four track display which in this instance appeared to be a lapped double main track twisted over itself. They run a continuous operation of log, coal and freight trains accompanied by at least one passenger express. A feature of Kickatinalong this year was the use of the Faller car system. This device provides a working roadway and is operated by a truck, which is all that is available at the moment, being powered by an on-board battery and motor and steered along a roadway by the use of wire and a strong magnet, the wire being fixed under the roadway and the magnet being attached to a good steering system. Bob and Peter had up to four vehicles running on the roadway: the bus that is commonly available from Faller and a number of trucks that had been modified to represent Australia Post and, to add to the interest of this part of the display, they had arranged for a breakdown of one of the vehicles where the others had to drive round and dodge it. It was very entertaining and a real crowd pleaser and a display that many other modellers will look towards using in the future.

Also on display at this Exhibition was a stand manned by the Flowers' family showing how to do a rock cutting, make trees and apply scenery. Ted, Kay and Rob proved to be very popular. A display stand of AR Kits featured freshly moulded components from the forthcoming AR 45 and 600 class. There seemed to be a steady stream of modellers viewing this showcase all weekend.

For modellers, the Coffs Harbour Exhibition was used as a focal point from which to attempt to start a number of clubs in

this area. This has been an ongoing attempt by clubs in the district plus the Australian Model Railway Magazine and it would appear that clubs in the Taree and Lismore districts will be strengthened by this meeting, as well as the possibility of a club in Coffs and a club at Port Macquarie being established. Readers interested in finding out further details about these clubs should send to this magazine a stamped self-addressed envelope for details.

As the purpose of an exhibition is to take the hobby to the public, it was obvious that Coffs Harbour was a success and the fact that clubs are now being formed in the area is also an indication that the hobby is growing on the holiday coast of NSW.

Meadowbank — NSW

The Eighth Annual Exhibition of the Epping Model Railway Club Incorporated was held on the June long weekend at the Meadowbank TAFE College Hall. A wide selection of tastes was catered for from the 'Self-Drive' Thomas the Tank Engine layout to fine-scale HO and OO scale layouts. Also present were the two hobbyshops, Casula Hobbies and Northside Hobbies, complementing the ever-popular Bring N' Buy stand, NSW School Railway Club's bookshop and a video display. Outside, the now familiar Marklin Bus was parked in the college grounds and was creating quite an impact at the time of my visit.

For modellers of the NSW scene, the superbly accurate Lambing Flat layout portrayed the typical 1950s branch line scene with a 30T steam loco shunting the inevitable string of four wheel wagons. Nearby was the opposite extreme, the extensive four track mainline of the East Maitland layout. On this layout, typical trains of the Maitland area are run and they provide long periods of interest as the contents of the huge fiddle yard take their turn on the mainline.

Those people who are fascinated by the English scene were treated to layouts depicting two totally different eras. Firstly was the Lulworth Cove layout which takes the viewer back to the year 1912 in the sunny south of England where the London & South Western Railway built a country terminus. This was a very colourful period on the railway scene and it is only by models such as this can we fully appreciate these earlier years. More recently, the 1950s period was accurately portrayed by the Lymington Pier layout where British Railways steam was seen in a delightful setting in the southeast of England. Attention to fine detail included such niceties as small animals and birds, drain water gushing out of drains and some fine scratchbuilt structures.

Moving onto scales other than HO/OO, the N scale Richmond layout showed to good effect many of the new N scale rollingstock items that are now appearing. A new brand that I had not previously heard of, Ian Lindsay Models, appeared on this display with quite a promising range of quality rollingstock.

Using LGB components, the Lasseter, Gumflat and Bikalong showed a novel approach to modelling by adapting commercial products to give a NSW bias rather than scale models of the prototype. Although rather a simple display, this layout shows the results of a very inventive approach to modelling. For those with European interests, the Oberhalbstein HO/N3 layout had the true Swiss flavour of the Alpine Rhaetian Railway with distinctive rollingstock operating under catenary that was energised.

The two hobby shop stands provided much temptation with many, many goodies that we all need. Of particular interest on Casula Hobbies' stand was the new Queensland Railways prototype models in HO/HO3 $\frac{1}{2}$ scale and an advance unpainted Powerline V/Line G class diesel loco. Northside Hobbies also had plenty to offer, my attention being taken by the newly released Faller car system featuring realistic operation of several road vehicles without any obvious means of guide rail. Very convincing and doubtless we will see more of this product in the future.

In summary, a very worthwhile exhibition that was well organised and apparently well attended. It's probably not fair to single out any layout as favourite as each has its own merits, but the long goods and passengers running on East Maitland took up a good proportion of my viewing time!

This Report was compiled by Max Burke, Bob Gallagher and Dave Taylor.

ADVERTISING DEADLINE October 1989 Issue

Advertising deadline is :-

August 18, 1989.

The October 1989 issue should be available at the normal outlets by September 19, 1989.

1989 N SCALE CONVENTION

Over the weekend of 20/21 May, approximately 130 N scale enthusiasts converged on the Merrylands (Sydney) Army Hall on Woodville Road for a national get together. The old Union Central Club had had a Convention back in 1974 but not on this scale. Modellers who came from all parts of NSW, Victoria, South Australia and Queensland participated in the first of what is hoped to be a regular event.

On display were a large N-TRAK modular layout, together with a smaller US prototype layout belonging to John Gaffey. In addition, Phil Badger's excellent Richmond module was on display to inspire the large contingent of NSW modellers present. As well, a number of trade stands were present including N-Trains, Weico, Antons Trains, J&J Hobbies (Queensland) and America-N Models. There was also a display of Kadee N scale cars from the collection of Bill Kerr.

The convention got off to a good start at 9.00 a.m. on the Saturday morning and during the day there was a programme of clinics and forums to attend, together with a number of showings of videos. A BBQ lunch was available on both days.

Clinics covered various topics such as trouble-shooting, scenery, installation of N scale Kadee couplers, origins and history of N-TRAK and collecting Kadee cars (for fun and profit), to name a few.

There was an Australian Prototype Modellers forum which was well attended and also a meeting to decide the next venue. Melbourne looks the likely winner, but whether it is in 1990 or 1991 has yet to be decided.

On the Sunday morning there were some more clinics and swap tables were available, with what was left going into the auction in the afternoon.

All in all, an excellent weekend, well attended and appreciated by all. One can only hope the enthusiasm continues. Special thanks to Ian Sprent and Dane Parker for their efforts with the organisation.

Bill Kerr

DIARY

Continued from page 12.

EXHIBITIONS

LIVERPOOL — N.S.W. September 30, October 2, 3 1989 at the E.G. Whitlam Centre, Memorial Avenue, Liverpool. Open 9am-6pm (Sat., Sun.), 9am-5pm (Mon.). Admission \$4/\$2/\$10. Organised by the N.S.W. Branch of the Australian Model Railway Association.

GLEN WAVERLEY — Victoria. October 14, 15 1989 at Treseder Hall, Glen Waverley High School, O'Sullivan Road, Glen Waverley. Open 8.30am-10pm (Sat.), 9am-5pm (Sun.). Admission \$3/\$1/\$7.50. Organised by Waverley Model Railway Club.

HORNSBY — N.S.W. October 28, 29 1989 at St Lukes Anglican Church, 157 Galston Road, Hornsby Heights. Open 9am-5pm (Sat.), 12pm-5pm (Sun.). Admission \$1.50/50c. Details (02) 476 2922.

SUNBURY — Victoria. October 28, 29 1989 at Sunbury Memorial Hall, Stawell Street, Sunbury. Open 10am-6pm (Sat.), 10am-5pm (Sun.). Admission \$2.50/\$1/\$6. Organised by the Sunbury Model Railway Club.

LIVERPOOL — N.S.W. November 4, 5 1989 at the Colonial Hall in Liverpool Hospital, Elizabeth Street, Liverpool. Open 10am-5pm (Sat.), 10am-3pm (Sun.). Organised by the Marklin Modellers of Sydney.

CONVENTIONS

PETERSHAM — N.S.W. July 22, 1989. Modelling the Railways of N.S.W. Convention at Petersham State Rail Authority Training Centre. Details PO Box 361, Enfield. 2136.

AUCKLAND — New Zealand. Waitemata 150 Easter Convention at Auckland College of Education, Epsom Avenue, Epsom. April 13-16, 1990. Details PO Box 29 110, Greenwoods Corner, Auckland 3, New Zealand.

OPEN DAY

GLEN IRIS — Victoria. August 26, 27 1989 at the Victorian Branch of the Australian Model Railway Association club rooms at 92 Wills Street, Glen Iris. Open 10am-5pm. Admission \$150c.

AMRM NEWS

Compiled by Bob Gallagher

Many thanks to all those who chose to express their appreciation of the size and quality of the June issue. These comments do help us to improve our product, as well as indicating what modellers appreciate. Comments, whether they pat us on the back or be critical, directed straight to us are far better than us hearing them second hand — with added embellishments.

Monthly?

It would appear than many readers, when they received the 112 page June issue thought that a 66 page monthly issue would be possible.

May we, at this point, emphasise that the June 1989 issue was special in two ways. It was grossly over budget, both in cost and article content. The true production cost of the issue averaged out at \$5.50 per copy, while the article content was the result of a concentrated effort by our staff and authors over a six month period. When the June issue went to the printers we did not have a single article in a 'ready-to-print' state for the following issue.

Unfortunately, with our current staff level, both paid and voluntary, our usual maximum is 80 pages. We plan for 72 but add more if the advertising content generates the funds to cover all costs.

Now for the problems of a monthly issue. First there is the cost. By our estimation, we would have to maintain the current cover charge per issue and advertising to pay for the employment of necessary additional personnel. We understand that the current yearly cost is becoming a burden to many of our regular readers, so what would happen to them if the yearly cost rose 100%?

Likewise, our advertisers would be faced with increasing their advertising budget 100%, as spreading their budget over 12 issues would result in a diminished coverage. For most this would be a problem for many are struggling to maintain not only their advertising but also their position in the hobby; some do not always receive the support they expect from AMRM readers.

Then there is the problem of article content. We are currently struggling to maintain our current production level and as monthly publication would reduce the amount of time our staff have to prepare articles, we would have to rely upon authors being more supportive, especially when they expect an article which needs a lot of preparatory work by our staff to be in print immediately.

The bottom line is that for the present we will be maintaining our bi-monthly publication. We will, however, keep our options open, for we are unable to accurately forecast the future. You never know, the current tightening of the economy and competition from other magazines may force us to trim back our size. In the meantime, keep those articles rolling in — please!

Closure

It is disappointing to note that Fox Scale Models of Warana Beach have closed their doors. Poor sales and rising overheads forced Ron to face economic reality. O scale will be the loser as Ron was producing some very fine products.

While shutting the workshop doors, Ron will not be leaving the hobby but continue his interest at a hobby level.

Retirement

Early May 1989 saw the retirement of Brenda and Fyfe Thorpe from the commercial side of the model railway hobby when they sold their stock of Fyren Models and agency lines to Beverley Jones of Powerline Models.

Brenda and Fyfe have been in the commercial side of the hobby for 23 years and for an extensive part of this ran Hobbycraft at East Kew (Melbourne). Brenda was an active partner, in the shop, putting her artistic flair into the display of model railway and craft lines.

This artistic flair was also evident at exhibitions when Fyren Models took their extensive range of products to the modellers, both at home and interstate. One could spend hours checking out all their lines and their involvement in exhibitions will certainly be missed.

Fyren Models have also been involved in Australian proto-

type modelling when Fyfe used his engineering expertise to produce the VR VLX and ELX kits in N scale. These products will now be marketed by Powerline. Make no bones about it, Brenda and Fyfe will be missed. Their everpresent good humour and personality will be irreplaceable.

Enjoy your well earned rest, Brenda and Fyfe.

Scaleways

With retirements and closures diminishing the number of personalities in the commercial side of the hobby, it is pleasing to advise of a new local manufacturer. Trading under the name of Scaleways, Keith Trueman has commenced producing epoxy resin kits for HO scale as a cottage industry. Due for release in August 1989 is the Commonwealth Railways GB/GBX (AOEY/AOEX) open wagon and an industrial structure. The open wagon is a 45' steel sided wagon which is being supplied with two styles of ends. We hope to review this kit in the October issue.

The industrial building is a corrugated steel structure commonly seen in the country towns and the suburbs, and is suitable to represent many small industries.

Other models planned include the WAGR WGX open wagon, VR VOWA timber sided open wagon, SAR ALGX louvre van, retail shops and a diesel loco shed. Some consideration is also being given to N scale structures.

We welcome Scaleways to the local scene.

AMRM Office

May it be known that the Australian Model Railway Magazine has at last moved into its own office, albeit rented. After 26 years of being produced from the home of the Editor/Managing Editor, AMRM has moved into what could, by comparison, be described as a spacious office. There is even a room for each of the 1.2 staff who work on the magazine, as well as space to develop a retrievable filing system.

When one looks back it is amazing that AMRM ever survived its first 26 years. It has been run from under a house, from a small bedroom, a garage and even a single bottom drawer of a four drawer clothes dresser. We are aware that many readers believe that AMRM has a large staff and works from a modern office. Not so; we are very small fish indeed.

For the past 15 years it has been run from a spare bedroom, and as the production style changed there was insufficient space to have any retrievable filing system at all. Hence most items were filed at least 5km from the workplace. Not very satisfactory for all concerned — readers or staff.

For the inquisitive, AMRM is now housed in a three room office adjoining a doctor's surgery in the sunny suburb of Matraville. Its freshly painted walls and ceiling are due to the handwork of the managing editor and SCMR publications chairman. The office is staffed by the Managing Editor and a casual office worker, who are responsible for the day to day operation of the magazine, as well as the production of the final artwork for each issue. The photographic printing, drawing, editing and many other production facets are still produced by volunteers.

For the present, we are not publicising the address of the office. This is not because we wish to remain exclusive or snobbish but at present, while striving to set up the filing system and still produce the magazine, we are very short of time. Unfortunately for our staff, the 40 hour week is still a dream, so time is at a premium and unscheduled visitors can (respectfully) only be a hindrance. Despite these comments, we welcome visitors, especially in the quiet period when 50 hour weeks are possible — but ring first for an appointment. We do not always answer our door bell.

The phone number will remain the same — (02) 661 4046 — as will our PO box number. However, for urgent mail, we have a closer PO box number, details of which will be supplied upon request and we plan, in August 1989, to add a FAX on (02) 661 4323. For customer service, we now have a good quality answering service on our normal number. This is used out of hours and when we cannot be interrupted. Please leave a message if this modern device is in use when you call!

Machines may be impersonal, but they are a time saver!!

More on . . .

'How we are seen'

It is interesting to note that John Brewer, Editor of the prestigious *Railway Modeller*, has picked up in the March 1989 issue, our editorial which caused a few ripples last year.

John has added a slightly different slant to it, which is applicable in Australia and bears repeating.

"Bob Gallagher, Editor of Australian Model Railway Magazine, recently used his editorial column to broach a sensitive subject which we often hear discussed in private. Under the

heading "How we are seen", Bob laments the fact that a scruffy and sometimes unruly minority of layout operators at model railway shows brings the whole hobby into disrepute with the general public. Unfortunately, those who approach exhibitions in a more responsible way are inevitably associated with the lowest common denominator, and unjustly receive what Bob calls the 'crazies tag' from the public at large. Enthusiasts who are well-known figures, or have 'high-profile' jobs, are naturally unwilling to be associated with the image of Big Boys playing with Toy Train Sets, and so they keep very quiet about their hobby. This is a pity, because their acknowledged participation in railway modelling would make our detractors think again.

"What can we do to protect the image of our wonderful hobby, at once so relaxing and demanding of skill and intellect? After all, we are supposed to be enjoying ourselves, and exhibitors attend exhibitions for no financial gain. It is usually details which let the side down: giggling, raucous laughter, unseemly jokes, scruffy appearance and boisterous behaviour of a juvenile kind. Because certain elements of the public perceive our activities as childish, it is vital that we do nothing to confirm their suspicions. Exhibition managers in the main work very hard to present the hobby in a good light, and we can foresee them applying stricter rules in the future.

"Some may question the importance of our public image. Quite apart from self respect — and many of us are proud to be associated with exhibitions and railway modelling in general — there are some very practical considerations. Club committees who have dealt with local councils, bank managers etc. in their quest for clubrooms, exhibitions halls, financial assistance and the like, will have no doubts as to the importance of presenting a mature and responsible image; and we still hear the occasional horror story of Planning Officers who consider six by four to be the optimum space required for a model railway. We have come a long way from the pre-war days when model railway authors wrote under pseudonyms, for fear of ridicule or worse; but we must be looking constantly at our public image, guarding the respect and credibility which our interests deserve."

Trackside

The most common advice offered to modellers of Australian Railways has been "to get out and record that information before it is too late". Well, it now appears that in New South Wales, it is now too late.

In the past, the NSWGR always seemed to place the task of cleaning up on the back burner and disused items were only cleaned up many years later. This has now changed to the point where, in many instances, the NSW SRA has removed the items destined to become obsolete before due date. The State Rail System is changing daily. Gone are the non air-conditioned carriages, all interesting railmotors and many branch lines. Before this issue is released, the carriage of livestock will be a thing of the past and it is now only a matter of time before sheep and cattle wagons and the stock races will disappear completely.

No doubt, in the financial upgrading of State Rail, many other items will go. Have you collected all the data you require for your model? If not, get going for it is past 'pulling the finger out' time.

Progress at Lima

We are pleased to advise readers that Southern Models, the distributor of the Lima range of model railway products, have decided to arrange for production of another HO scale locomotive for their extensive Australian range. The model chosen is the Victorian Railways 'B' class EMD powered diesel electric. The model is scheduled for release in 1990 and it will be produced in two liveries — Victorian Railway blue and yellow and V/Line orange and grey.

Southern Models are to be congratulated on their choice of the ever popular double ender and their commitment to producing models for the Australian scene.

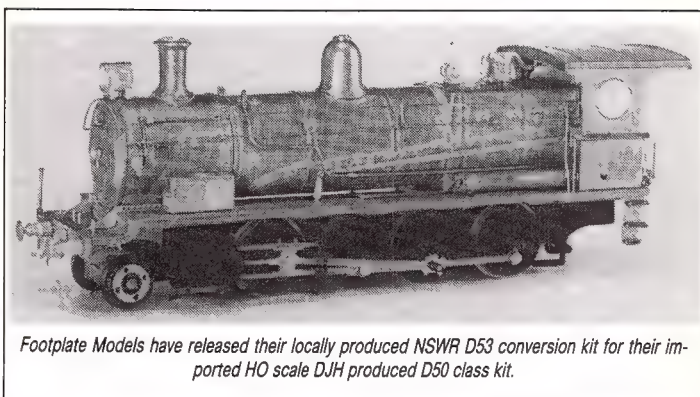
Melbourne Model Railway Society

It is pleasing to report that after the disastrous fire, the MMRS has found new club room premises in East Kew. Their enthusiastic members are 'straining at the bit' to build a new layout. A letter, received recently from the club, expressed appreciation to all those who offered verbal and material sympathy after their crisis.

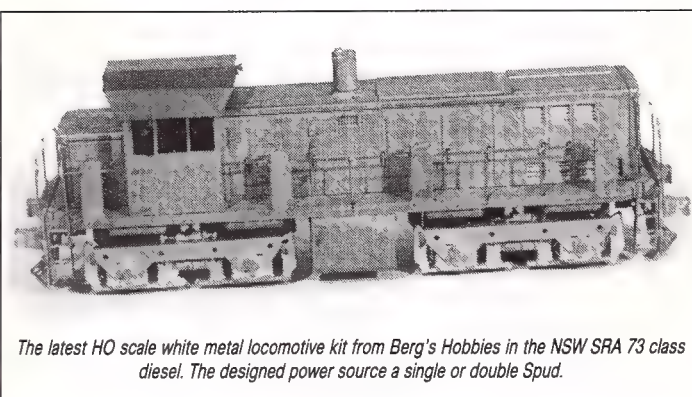
Area Codes

It is surprising how many people, whether they be in business or not, when giving their phone number, omit to include their area code. For an example, look through AMRM this issue.

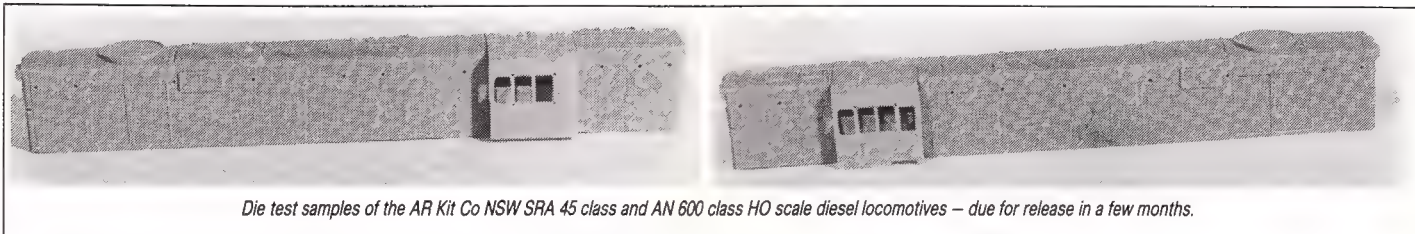
Why raise this issue? Well, in a one hour period four calls were made using AMRM advertisers and a few Market Place insertions as a guide and in almost every instance a second



Footplate Models have released their locally produced NSW D53 conversion kit for their imported HO scale DJH produced D50 class kit.



The latest HO scale white metal locomotive kit from Berg's Hobbies in the NSW SRA 73 class diesel. The designed power source a single or double Spud.



Die test samples of the AR Kit Co NSW SRA 45 class and AN 600 class HO scale diesel locomotives — due for release in a few months.

phone directory had to be consulted, to be able to ring the person concerned. Had the number advertised been rung, a Sydney number would have answered. The area code is as important as the phone number itself. Correct use of it may bring a better response.

1989 Club Listing

A brief note — the deadline for the 1989 Club Listing closes 10 September 1989 and NOT as previously advised.

Indexes

There has, in recent months, been a solid demand for the AMRM indexes, so solid that we have depleted our stocks of Volumes 9 and 12, while Volume 10 has been out of print for some considerable time. Fortunately, we now have new stocks of Volume 12 index.

While it is our intention to reprint all indexes, we still need to spend many hours entering the Review data and correcting errors uncovered with the publication of the 25 Year Index. Yes, it will take a while, but all good things take time.

Magazine Reprints

We again repeat — we do not plan to reprint any out-of-print issues of the Australian Model Railway Magazine. On this same theme, we do not envisage permitting any other publisher to either reprint an issue or, for that matter, any single article from within an issue. Sorry.

Commercial News

Broad Gauge Bodies advise that they expect to release two new polyester kits in August 1989. The first is the SAR 700 class passenger car and, secondly, the Australian National GMX open wagon. The 700 class will complement the 500 and 600 class cars previously released.

Lima are improving their rollingstock with the addition of close coupling couplers, which will bring them into line with many other manufacturers. With their new track system coming onto the market, how long will it be before we see Lima change the profile of its wheels?

Australian Model Craft have become the Australian agents for the Kalmbach Publishing Co. and as well as offering *Model Railroader* and *Trains* magazines, will also stock full range of model railway books. Most of these are superb publications, the hobby in Australia can only benefit from this commercial decision by Kalmbach and AMC.

Footplate Models' C36 pilot was due to arrive in June, with the production run expected in mid August. Future deliveries from Footplate include the D59 and the AD60 Garratt. These are expected in February 1990 and August 1990 respectively. Footplate, as well as receiving stock of their C30T, have also received their D53 conversion kit and stocks of their turret tender kit.

Lloyds Model Railways now have extensive stocks of the flush glaze windows and the extensive range of Carr's Modelling Products, which also includes solder paint, solders and a complementary range of fluxes.

As many readers are now aware, we at AMRM are currently heavily researching the use of containers and containerisation on Australian railways. This research, when published, will not

only detail the mechanical aspects of containers, but also highlight the advertising emblems and accounting codes painted on the side of the boxes. Junction Hobbies have advised that they import the Microscale range of decals which include a number of packs for shipping containers. As many of these travel by rail around the country, the packets are extremely useful. No.87-311 includes the Japan Line, Sea Land, APL, Flexi-Van and Trainmobile. Sheet No.87-299 covers the Mitsui OSK Line, NOL, SHOWA, EMC, Evergreen Line, Lykes and Fruehauf containers. In almost every instance the decal sheet includes the specialised logo, the container marking/accounting codes along with the owner and container type code and, in some instances, other mechanical code panels. These sell for \$5.75 plus postage from Junction Hobbies.

N-Trains have released a catalogue of their range of N scale items. The catalogue sells for \$3.00. They also advise that they soon expect samples of their 70 class loco kit, due for release in July, and are also planning to produce kits for the HLX and NGLX rebuilt grain hoppers by the end of 1989.

On the apparel scene Capre of Ramsgate, have released a range of 'Railway Art' T-Shirts and Sloppy Joes. As indicated by the slogan, they are printed with selections from Ken Bowen's Railway Art water colour paintings. These differ from the general range of printed clothing in that the prints have been repro-

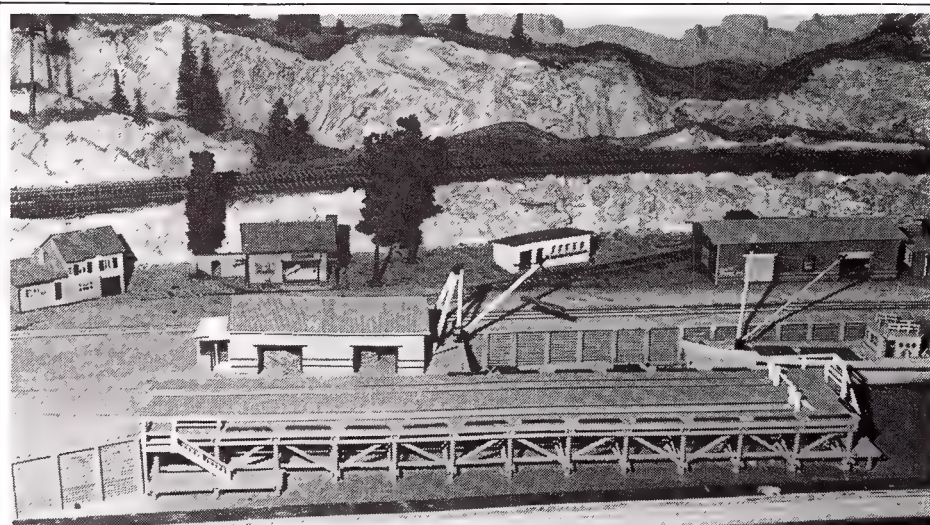
duced in four colours, and as such they are good reproductions of Ken's work. The shirts are available from selected hobby shops. The scenes used include 3801 at Cootamundra, 3036 at Carcoar and 48103 at Rydal.

Data Sheets will shortly release a sheet on the New South Wales Redfern type passenger car, which saw service in the 1880s. With the growing interest in pre-1910 modelling, these plans will be of great value.

The pilot model of Berg's Hobbies latest white metal kit has arrived, with the production delivery expected in a few weeks. The model, the SRA 73 class, has all the features of the previously released brass model plus a few extra detail items. While having a white metal body, lost wax castings are supplied for the steps, pilot and horns, the cab roof is brass. Its power source is either a single or twin Spud. Considering the number of brass models that have been 'Spudded', the whitmetal kit will probably outperform its brass sister.

Finescale have advised that their N class diesel kit from DJH is due early July and will now be fitted with a K&M dual drive mechanism with a Mashima motor and will be fully glazed.

On the projected models list from Finescale are the V/Line N cars kits, and the R class and K class steam locomotives. The N cars will be made as preformed etched brass bodies with cast metal ends and chassis while the under gear detail will be



As shown in the photograph on page 11, Traintasia on the Gold Coast are revamping their rather extensive model railway display. Originally built by the Mier brothers and displayed around many shopping centres, this layout was originally built from the high quality Marklin equipment, but in recent years, although maintaining its European flavour, its motive power was generally modified Lima. The new owners of Traintasia, Bruce and Pam Treloar, decided to upgrade the display and in a short period have removed most of the aging structures and trackwork and replaced it with a two rail DC system. This has been with the assistance of some local suppliers, and their models will be seen running on the display. Traintasia have also gained the support of some local modelers in the rebuilding program and the scene illustrated above is but one example of the modelling standard of these helpers. This wharf scene was built by Dave Morland. Models to be seen running on the layout will include Powerline, Lima, Roco and AMRI models. The changes in this display are well worth more than a casual glance, BUT beware, Bruce and Pam are considering moving Traintasia to a new location, a few kilometres down the road back towards the bright lights of Surfers. We will report details of the eventual move.



The pilot model of Alco's O scale Climax, being manufactured by Ajin of Korea. The motor powering the model is hidden inside the boiler backhead.

etched brass. They will have vacuum formed interiors and be fully glazed and have the correct bogies. Cars being produced include the BN second/guards, BRN snack and ACN 1st class seating car with the option of purchasing a second ACN car to make up a four car set. The R and K class locos will also come from DJH in the United Kingdom. Wheels will be pre-quartered to press on axles and supplied with journals.

Alco Models advise that they expect delivery of their O scale Climaxes around the end of August 1989. Scheduled with this delivery is the standard gauge version along with models for 2', 2'6" and 3' gauge. Following about three months later will be the LGB scale version. However these are only being produced to order — so if you want a biggun, contact Alco immediately. The HO and S scale Climaxes are scheduled for delivery in 1990.

Mansfield Hobbies have received a good response to their C38 class project, and the models are still scheduled for a December 1989/January 1990 release.

AR Kit Co have released their CFX/NQFX flat/container wagon and their brake detailing kit on the market and as this issue went to press, expected some positive action on the C36 kit from England. The delivery of the pilot model from the UK has proved to be as slow as a convict transporter, prompting AR to crack a whip or two.

At the Coffs Harbour exhibition, exhibition groupies, that band of enthusiastic modellers who travel the country in search of exhibition entertainment, found samples of the forthcoming AR Kit Co. NSW SRA 45 class and SAR 600 class on display. These were die trial samples of the body, footplates, fuel tanks and both cabs. As expected, the detail is superb and the display of the diecast metal underframe shows how the model will be weighted.

First models to be released will be the 45 class in 'Red Terror' and reverse livery with the SAR 'Mustard Pot' liveried 600 class having priority at the moment. These are due for release in late August and will have a new AR mechanism which features a centrally mounted Mashima motor driving both bogies through twin gear towers. Each wheel will be powered and as the split axle system is being used will also be used for electrical pickup.

To hand are a few samples of the decals for the AR Kit Co NBGX banana van. These vans are being modified and recoded for exclusive banana traffic from the NSW north coast, and are often adorned with a colourful slogan. This 'Unzip a NSW Banana' slogan has been reproduced on the decal along with other special codes on these vans, which are basic GLX and LLV vans with interior strengthening, where necessary.

Northside Hobbies have arranged for the exclusive limited production of a number of NSW HO scale models. The first will be AB90 and this will be reproduced in its latest condition as can now be seen at Thirlmere Rail Transport Museum. The model will be completed with Powerline bogies fitted with K&M wheels.

Casula Hobbies advise of the release of an HO scale weatherboard passenger shelter kit. Cast from polyester resin, this makes up into a fine structure. A review of the kit is scheduled for next issue.

Meanwhile, Casula expect deliveries of their next HO scale etched brass HG guards van kit in August. Also being supplied in the structure kit range is an outside dunny and a couple of railway department cottages.

Classic Models advise that their next brass locomotive, the HO scale NSW Z24 class, is due for delivery in August 1989.

Northern Models have released two more kits in the Queensland Railways HO scale epoxy casting range. They are the FJS/FWS four wheel open wagon and the HO class bogie open wagon. Both are one piece body kits and are accompanied by a sheet of detailed assembly instructions. The HO class

sells for \$13.65, while a pack of three FWS sells for \$11.70.

The latest releases from Powerline include a number of Replica Railways 57" corridor coaches and a Freightliner container wagon. The coaches include LMS and BR maroon livery, 2nd and 3rd classes and sell for \$35.95 each, while the Freightliner container wagon retails for \$11.95. The containers are the usual roof loading hatch style but they have the QR logo and are painted in the RACE style — white container with blue logo and blue lined orange RACE lettering. As a separate item, these retail for \$4.95 and are proudly painted in Australia. With this wagon Powerline have released their 'Freightline' name. It is printed in white on a blue background. The upper case lettering is enclosed by a white border with the words 'by Powerline' in smaller lettering adjacent. Freightline by Powerline is the label under which Powerline will, in the future, market their economy range.

The Powerline Series 1 V/Line G class and Australian National BL class are due in the shops in late August 1989. Special features with these models will be the pickup on three wheels per bogie and that the LEDs have been replaced by filament globes. The Series 2 V/Line G class will follow in around three months. Future releases from Powerline include the V/Line AS and BS Spirit of Progress cars painted in tangerine livery. (Should these now be known as Melbourne/Sydney Express cars?) These are expected late in the year with the blue livery version following later. Also due this year, in November, is the re-mechanised 48 class.

Recent arrivals in the shops from Powerline is a new run of the candy FS coach, but this time around with new numbers, a candy BS, a Tuscan and Russett BSR and the Australian National liveried BS coach.

Broad Gauge Models expect both their A² locomotive kit from DJH and their injection moulded SFX flat/container wagon kit to be available by late July.

For scratchbuilders, BGM have released packs of two van sides to enable a C van to be produced and have also released a pack containing two six wheel van underframes.

Still on the kitbashing scene, BGM are planning an E car conversion kit which will supply modellers with a window strip, clerestory roof detail, additional roof detail, roof, and the E style bogies in both cast and fabricated forms. These components, when added to parts from the W car, will enable an accurate E car to be produced. Kitbashers, with the use of Evergreen strip, will be able to produce an HO scale BCE car.

The 1988/89 HO scale Marklin catalogue is now available from Marklin Distributors, now also known as Australian Model Craft. Profusely illustrated in colour, the full range of Marklin HO scale models are included including the 1988 new items.

The Delton C16 class locomotive in 1/4th scale is in production and should be available in a couple of months.

Clunies-Ross Australia, wall paper manufacturers have released under the House & Home brand, a vinyl-coated, pre-

DERAILMENTS

There were a number of instances last issue where we really got it wrong. Some of these include the front cover photograph which was supplied by Ian Dunn and the photograph of 4803 on page 35. This was taken at Port Kembla in June 1988 by Es Davies and not as captioned.

The caption for the photograph at the bottom of page 27 was incorrect. The photograph is repeated this issue with the correct caption.

The cover photograph of R707 was taken by Ian Dunn.

We apologise for any embarrassment and inconvenience caused.

1989 MODEL RAILWAY CLUB LISTING

The annual model railway club listing will be published in the December 1989 issue. All submissions must be received before September 10, 1989 and must be made by an official of the club. Send details including club name and address, phone number (if available), secretary or contact person, meeting days and times and specialty to:-

Club Listing
A.M.R.M.
P.O. Box 4,
LITTLE BAY. 2036.

**Be on time or else your club will
MISS OUT!!!**

pasted wall paper featuring a selection of British steam engines, which includes the Class 8, 4-4-2 Atlantic, Class G 0-4-4-T, Pan-nier Tank, Class B1, Class K 2-6-0 and the 2-4-0 Precedent. A roll of the paper retails for around \$15.00.

IFH Publications have released two new books from Mark Tronson. Driving Trains, the Australian Way is a revised edition of an earlier publication while From the Driver's Seat details train journeys as told by the enginemen. Both books retail for \$8.95 and should be covered in the Review section shortly.

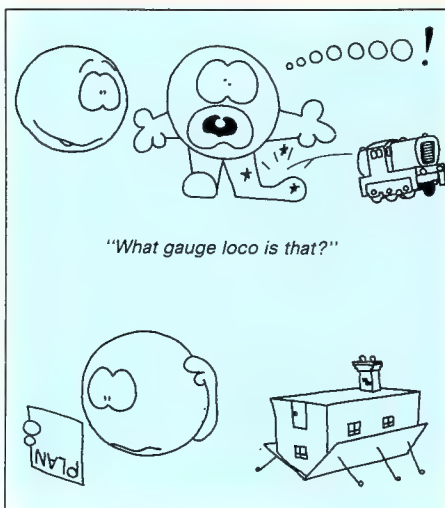
Berg's Hobbies have obtained an exclusive option for the re-release of the Mansfield white metal castings. One of the first available is the NSW water crane.

Junction Hobbies has moved from the Sydney suburbs to sunny Goulburn. While still concentrating of their mail order service, Dave Watkins will have the doors of the shop open four days a week, to serve the local community and passing trade. As the main highway runs past his door, Dave can expect to find many travellers calling in to check over his large display of detailing items.

Late news to hand from Precision Scale Models, indicates that they have formerly separated from ALCO Models and will continue with their planned program as an entirely independent company. They will announce more details of their plans to produce fine quality brass models for the Australian modeller in future issues of AMRM.

Late News

For some reason or other AMRM has received a large number of letters for publication in MAILBAG. Added to the reviews that had to be put aside last issue when our staff member became ill, this issue has a larger than normal content of these items. Unfortunately, we were unable to include all in this issue and some have been held over to next issue. There was no selection basis, simply first received, first published. ■



ADVERTISING DEADLINE October 1989 Issue

Advertising deadline is :-

August 18, 1989.

The October 1989 issue should be available at the normal outlets by September 19, 1989.



Australian National AQCX 64-R in a grubby state. Note the colour of the right hand bogie.

KITBASHING THE SOUTH AUSTRALIAN FQX

Graeme Pantlin describes the conversion of Broad Gauge Bodies' V/Line FQX container wagon kit into the one of the South Australian versions.

The recent release by Broad Gauge Models of the Victorian FQX/VQCX container flat wagon has been welcomed by all modern era modellers. Equally at home on any Australian based layout as well as a Victorian layout, this model

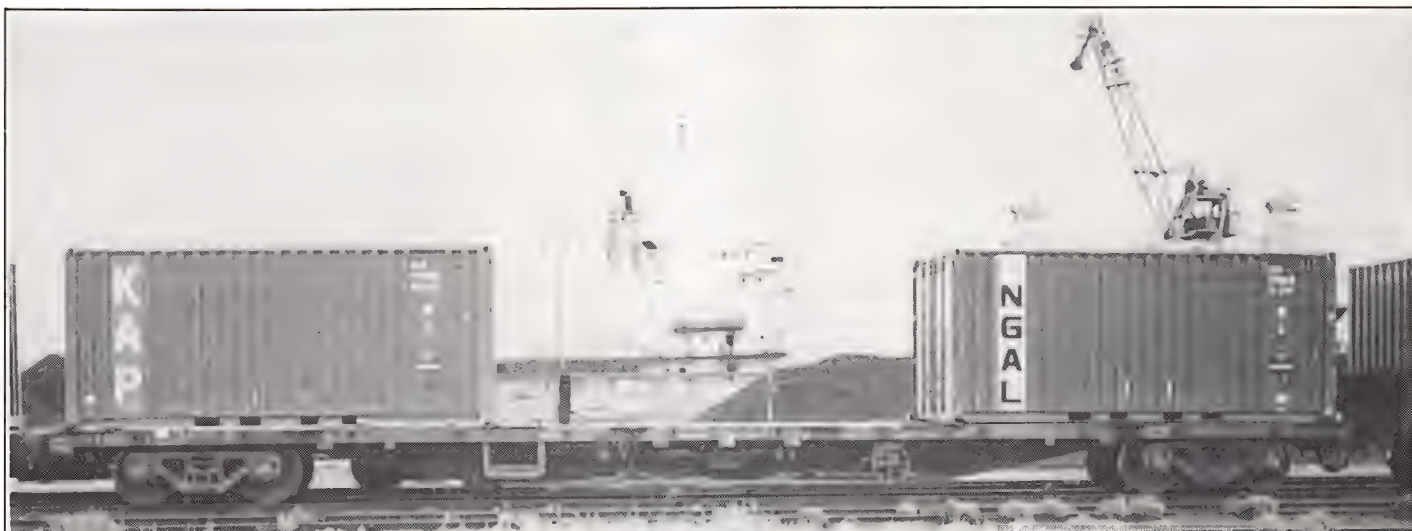
is an excellent representation of a prototype which sees service throughout the broad and standard gauge network.

Introduced to service in 1969, these wagons were developed as an Australian 'stan-

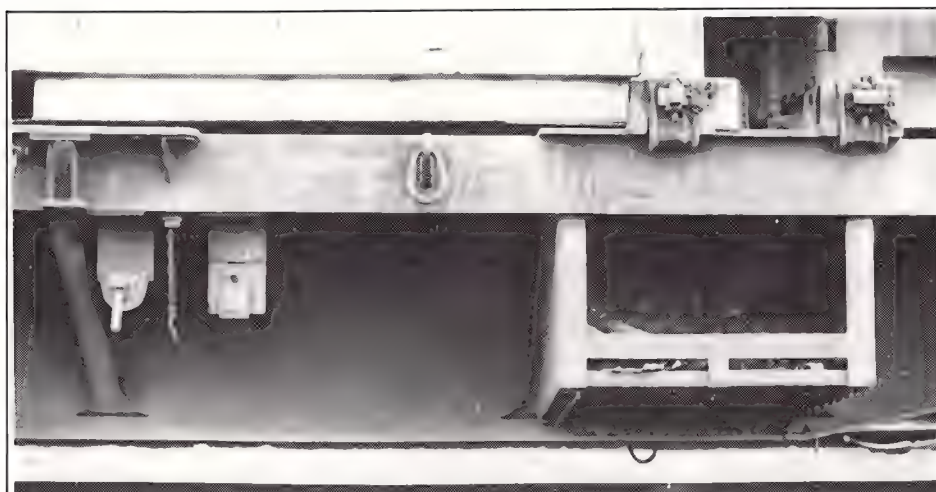
dard' container wagon, with all the other systems modifying the design to suit their own requirements, whilst retaining the same basic specifications. Although the New South Wales OCX/NQCX and the South Australian



In the weathered green and gold livery of Australian National this AQCX sits in front of a freshly painted V/Line SFX/VFLX at Dynon. Note the use of the circular handbrake on this wagon.



AQCX 51 and 55 (below) in container traffic at Port Melbourne in March 1989 illustrate both sides of the Australian National version of the wagon. Both wagons have the circular handbrake and are now without any of the stanchions. Bob Gallagher photos.



The stowage bins on the FQX can be used for many purposes as well as the container locks as the photo above shows. The location of the air reservoir on the brake cylinder side is displayed below. Photos by Bob Gallagher.



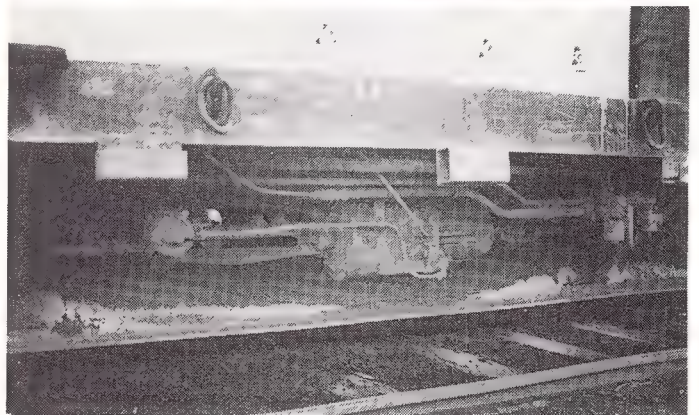
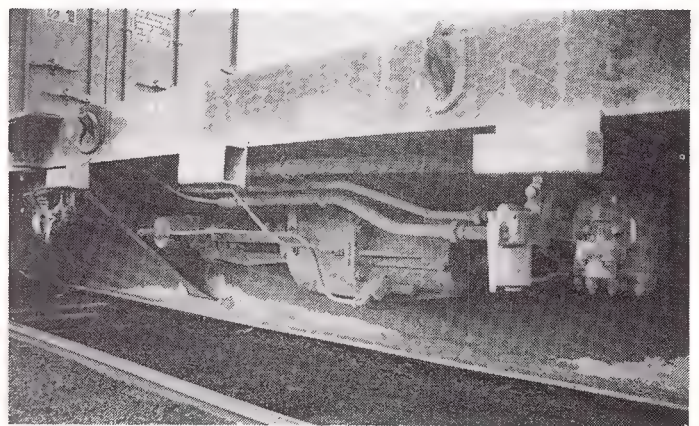
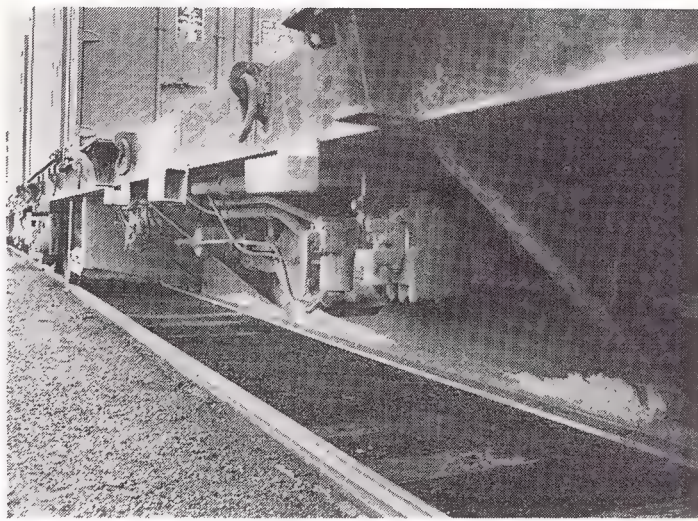
FQX/AQCX derivatives are virtually identical structurally to the Victorian wagon, the South Australian wagon has a couple of variations which gives the vehicle a noticeably different appearance from its interstate counterparts. These variations can easily be applied to the BGM kit to produce this version of container wagon.

Whilst the FQX/AQCX class comprises 122 units, this article only covers the wagons numbered 1-72. The remainder have minor variations which include the layout of the stanchions along the side sill and different brake gear detail.

The Model

Prior to assembly of the various wagon body components, the main visible difference to the underframe section of the vehicle needs to be made. For reasons best known to themselves, the South Australian Railways chose to have only one stowage bin per wagon side, instead of the usual two. Accordingly, the stowage bins at one end of the model need to be modified to delete this feature and in its place create two cross bearers.

Using a craft knife, the moulded wall of the stowage bin closest to the centre of the wagon is totally removed. The other wall, using the diagonal section as a guide has the lower part removed so that the remaining shape is identical to the cross bearers located in the centre section of the wagon. From the area where the wall was totally removed a section of 0.030" styrene was cut to the same shape as the other cross bearers and fitted. Whilst some modellers may prefer to modify both walls of the stowage bins in situ, I found that as the wall closest to the centre of the wagon had no cutting guide as such, it was easier to cut the correct shape remote from the wagon and then test fit to ensure all the angles are correct and that the resultant shape is identical. The only other modifications made prior to assembly



The Davies and Metcalf brakegear on the FQX is shown in these photos by Bob Gallagher. This equipment varies from the Westinghouse equipment in that it does not have a triple valve but it does have a device called a distributor which is located on the right hand end of the brake cylinder. It should also be noted that the brake cylinder is located close to the centre sill.

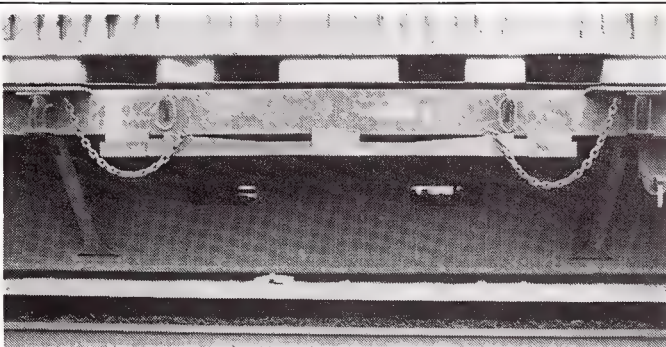
were to remove the stirrup steps at the ends of the wagon and to remove one of the hand-brake brackets on each side sill moulding, as is outlined in the manufacturer's instructions. When assembling the wagon part of the kit, the only supplied parts not required are the protection frames placed around the load control and grade control valves, and, due to the modification, two of the stowage bin fronts.

At this stage, modellers wanting to add

some additional detail to their model, be it either the South Australian or Victorian version, can carry out the following improvements. Located behind the brake cylinder on both sections of the centre sill are holes through which the brake levers pass. Although not readily apparent on the brake cylinder side of the underframe, these holes are very noticeable on the other side, where there are no obstructions in viewing this feature. Refer dia-

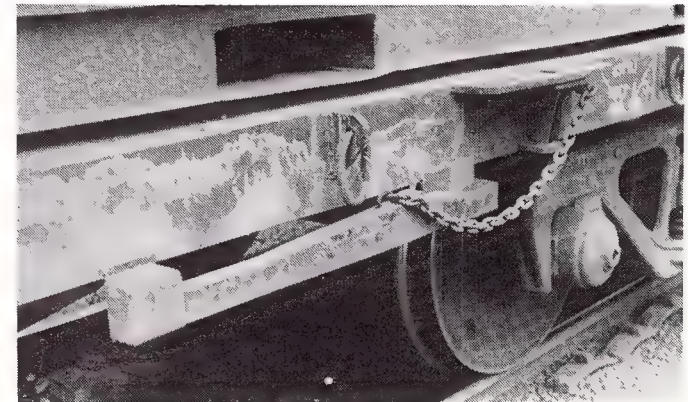
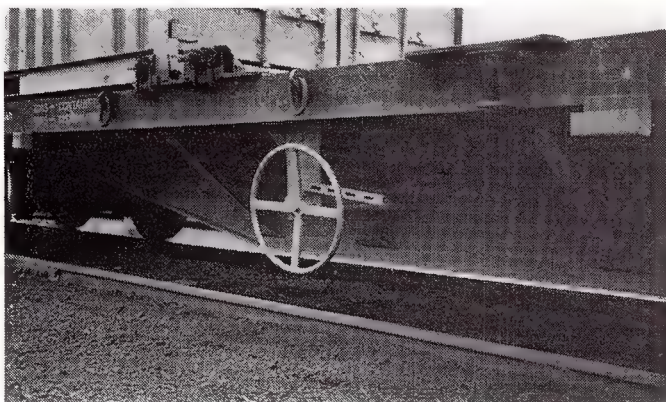
gram for dimension and location of these openings. Another detail enhancement is to secure some strip styrene to the base of the underframe girder to produce the girder flange. Again refer to diagram for dimension and positioning.

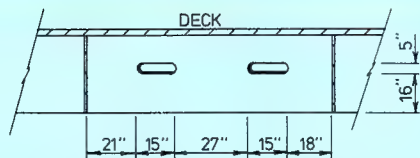
The next modification done was to the supplied brake cylinder component. From the prototype vehicles researched, the South Australian wagons appear to be fitted with a Davies



The above photographs show the web slot detail in the centre sill for access by the brake gear and servicing. The storage of the stanchions is also displayed.

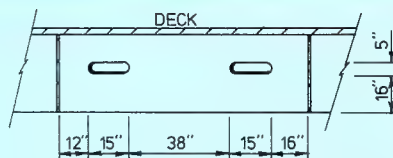
The photographs below supplies further detail on the stanchions storage and also details the brake handle support. Photos by Bob Gallagher.





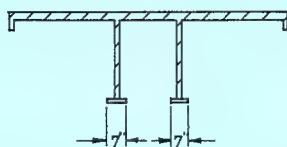
Web slot detail on brake cylinder side

Diagram 1



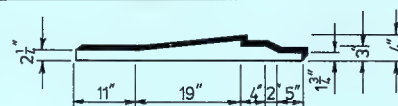
Web slot detail on non-brake cylinder side

Diagram 2

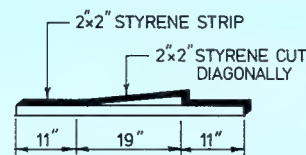


Section Through Wagon Showing Position of Centre Sill Flange.

Diagram 3



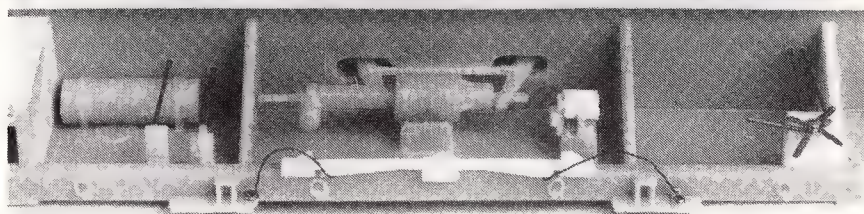
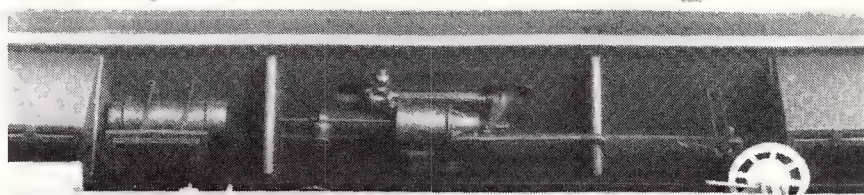
PROTOTYPE STANCHION DIMENSIONS



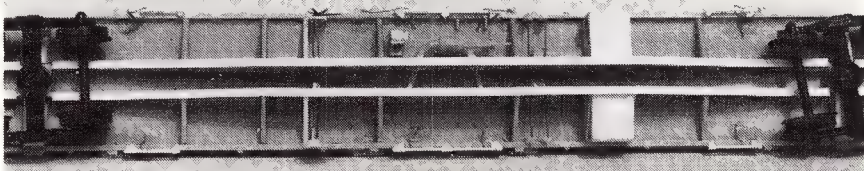
STANCHION AS MODELLED

Stanchion Detail

Diagram 4



The difference between the underfloor detail on the VR FQX and the SAR/AN FQX is shown above — the VR model being on top.



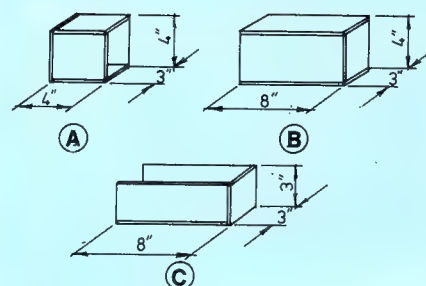
The underside view of the modified FQX/AQCX



Brake detail, modified stowage box, stanchions and stanchion chains in position.

and Metcalfe brake system which has a cylinder different in appearance to the Victorian Westinghouse system. To create this different appearance remove the end flanges from the cylinder by filing the plastic down to the same diameter as the rest of the cylinder. Also, the South Australian wagon does not have the triple valve mounted to the cylinder like its Victorian counterpart. Therefore this component is not required. Whilst these modifications do not produce an accurate representation of the required brake cylinder arrangement, they change the shape sufficiently enough to create the different appearance of this component. The brake detail parts can now be fitted to the wagon as per the manufacturer's instructions except for the variable volume device and its base which are not required, and the load compensating and grade control valves which need to be located further away from the stowage bin. Refer diagram and photos for location. To finish off the brake detail, a Davies and Metcalfe style distributor (triple valve) needs to be built and installed in its correct place. Using the photos as a guide, use small pieces of microstrip to build this component, trying to capture its shape to the best of your ability.

The final step, which produces the most visible difference to its interstate counterparts is the fitting of the stanchions to the side of the wagon. Refer to the diagrams and photos for dimensions and location of these features. The method used to represent these items was to use a length of scale 2" x 2" Evergreen styrene



Stanchion Storage Anchors

Diagram 5



The remaining fifty FQXs in the class differ from the first 72. FQX photographed by Bob Gallagher in the late 1970s illustrates some variations including the location for the storage of the stanchions and the different brakegear, the cylinder of which is located close to the wagon side sill.

strip cut to the length of the stanchion. Then using another length, a scale 19" long, cut diagonally across the styrene. One of the halves is then glued to the original length of 2" x 2" so that the resultant shape is the same as the visible portion of the stanchion. Refer to the diagram for further explanation. The storage anchors were then made out of 0.005" styrene secured to the stanchions. Then the whole assembly was attached to the wagon, with pieces of scrap styrene glued behind to add extra strength. To finish off these items, retaining chains need to be added. As this chain is reasonably fine, and no commercially available scale chain is small enough, wire was used to produce this item. An individual strand of wire from a length of multi-strand wire was obtained, and after threading it through an eyebolt (Details Associate LT-2206), both halves of the wire were twisted together. Whilst not being chain as such, this method produces an acceptable representation of this feature. The eyebolt is then used to secure one end of the 'chain' to the side sill, with the other end glued to the underside of the wagon, after passing it over the top of the stanchion.

To finish off the detail to the wagon the only other items needed to be added are the shunter's steps which need to be mounted on the inside face of the end sill, coupler lift bars, and the plate located at the left hand end of each side for the load compensating/grade control equipped symbol.

The assembled wagon can now be painted and coded according to the era the modeller is working in; SAR grey, ANR red or AN green and gold.

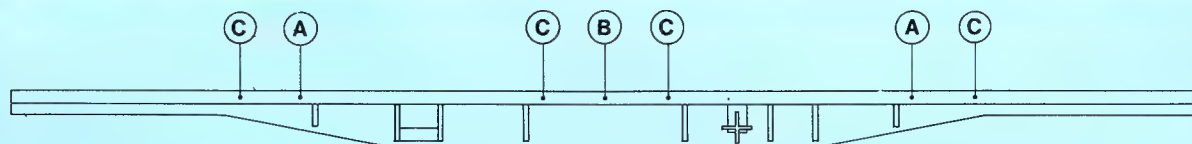
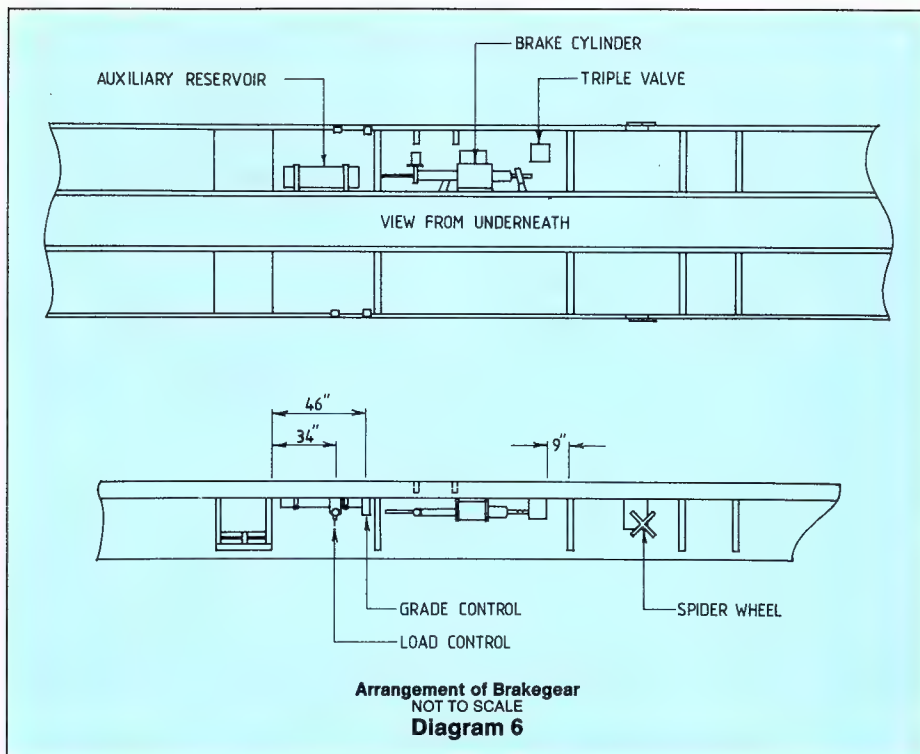
Now for the other version! ■

Acknowledgements

The author and editor acknowledge the assistance given Steve McElroy in producing this article.

Have You?

Built or modified any models, similar to the author of the AN FQX? If so, why not share your method with AMRM readers. Write to the editor with details of your conversion/kitbash, indicating where you require assistance, whether it be with text, diagrams or photographs. Send your letter to AMRM. PO Box 4, Little Bay, 2036 or ring on (02) 661 4046.



Approximate Location of Stanchion Storage Anchors
Letters refer to anchor type (Diagram 5)
NOT TO SCALE

Diagram 7

ANOTHER DAY WITH MODEL RAILWAYS — 1989

The fourth Another Day with Model Railways seminar was held at the Upper Brookfield hall on Saturday 3 June. This beginners' seminar was organised by the Sunshine Division of the Southern Cross Model Railway Association. A total of 45 people from Armidale to Nambour attended the day.

This year was a changed format with an objective of building an 1.8m x 1.2m layout to demonstrate techniques available to beginners to get their train set off the floor and begin to represent a model railway. Powerline Models donated a train set to be used as a starting point and Ipswich Model Trains donated additional track to enable the track plan to expand to the space available.

Construction commenced at 9.15am with the assembly of a frame and addition of a baseboard. By morning tea at 10.30, the trackwork was laid, and between 11.00 and 12.45 styrene foam was glued to the baseboard (with ceiling tile adhesive), shaped using a craft knife and given a coating of Aquadhere and toilet paper to seal the styrene surface for scenery development. Between 1.30 and 3.30, the styrene base was scened and after afternoon tea the only jobs left to complete were track ballasting and running.

A feature of the day was audience participation in all the steps undertaken. Such was the involvement of the participants that at times the instructors had difficulty maintaining their place at the workface to guide the 'beginners'. This was particularly evident in the scenery segments where everyone had a go.

Successful days such as this obviously depend on a solid team of workers and, of course, those commercial groups who support the activity. All participants had the opportunity to try it for themselves and it was particularly pleasing to have four junior (at least in years) modellers and a number of women joining the group. As a reminder of the techniques used, the proceedings were videotaped and a copy of the video will be available for sale to interested modellers from late July or early August.

I would like to thank all participants for the enthusiasm they displayed and those modellers who gave freely of their precious modelling time to assist in organising the event, as well as making it all happen.

Greg Reason

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1989 SCMRA SEMINAR

The third annual SCMRA Seminar was held at the Strathfield Teachers' College in early May 1989. This year the seminar was organised to cater for the modellers who wished to increase their modelling skills, particularly with the building of plastic kits. The seminar was planned so that a small group of participants could be addressed by groups of two experienced modellers per one-hour session.

The subjects covered included the assembly of a basic plastic kit and the use and application of Kadec couplers, with the second group researching the prototype for the model and adding super detail, while the third group developed this theme with the painting, decalling and weathering of the model. On a completely different theme, an address was presented on baseboard construction and track-laying.

In all instances the subjects were enhanced by the actual modelling of the subject in the presence of the participants. From feedback received, the seminar was a success and plans are afoot for another one to be held in 1990, again with the objective of assisting growing modellers to the hobby who are seeking ideas and information on how to approach the serious side of it.

REVIEWS

Continued from page 38.

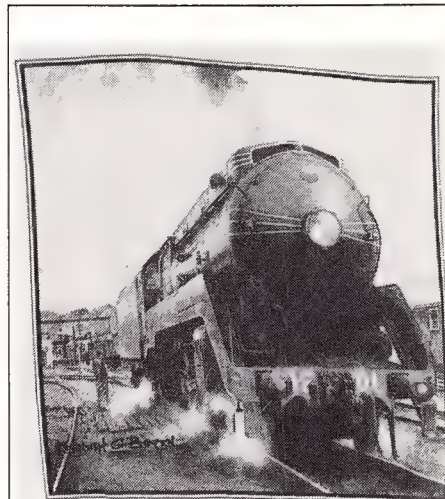
the cab and removing the side tanks. They were reclassified C30T. This choice of the letter T was unfortunate as it normally indicates tank engines. Tenders were not built for the conversions as there were many surplus from other classes including: six wheel 32 class, six wheel Z16, bogie 50 class and bogie Z29. Eventually, 77 were converted from the original 145 and 29 were later provided with superheated boilers.

The kit is packed in a strong cardboard box with a coloured picture of the completed model on top. This photo was to prove useful as construction proceeded. A comprehensive set of instructions and plans is included and most parts are packed in bubble plastic strips. At this stage, I had the choice of employing my superior kit building capability and working my way through, or following the instructions. I chose the latter! The instructions were clear, cross referenced with a series of easy-to-follow exploded diagrams and no traps were found during construction.

The two brass etchings looked a little daunting at first. However steady searching is required to find the parts needed. A set of nippers was used to get the parts out. I recommend you do not throw out any brass before completion of the kit as some parts can be mistaken for scrap. The white metal castings and various nuts, screws and small items were packed in plastic bubble strip which could be laid out for easy identification of parts. The footplate and one-piece boiler were packed separately in strong cardboard. No parts were found to be damaged in any way. All white metal castings were clean with smooth surfaces and edges with very little flash.

There are only a few comments to make on the construction process which I estimated took about 25 hours. The kit has three smokeboxes and two headlights and, with optional fitting of cow catcher and slide bar covers, quite a variety of different looking engines could be added to your fleet. The frames were easy to put together and with the one piece Portescap motor gear box system, a good running chassis is assured. The new Romford NMRA standard wheels looked correct and have the crank pins fitted. As long as the insulated wheels are kept on the same side, no problems in this area should be encountered. I found that the driving wheel bearings were tight and eased each one with a half round needle file to ensure each axle would spin freely. The chassis would still need running in before the engine is loaded. The tender, cab and the myriad detail items are easy to install as per the instructions.

To sum up, it certainly looks like a 30T and runs very well indeed, giving nothing away to the recent brass model in either department. It is a well thought out kit with no difficult shaping to be done and can be assembled using super and epoxy glues. As mentioned, three smokeboxes are available, and with the tenders which are suitable, I reckon you will need seven engines just to cover the major variations! Recommended that you con-



A U S T R A L I A

Railway Art T-Shirt by Capre Screen Printing.

tact Footplate Models to get one of these kits before they all go.
Roger Kershaw

Railway Art T-Shirts and Sloppy Joes by Capre Screen Printing, 232 Rocky Point Road, Ramsgate, 2217. Price in text.

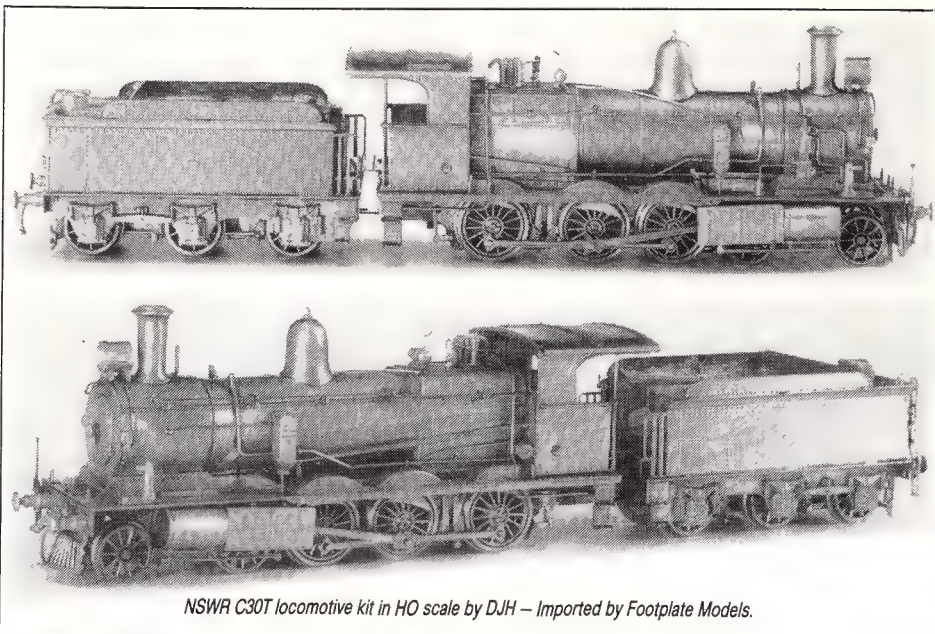
Ken Bowen's highly reputed 'Railway Art' has become so popular that it can now be worn upon one's chest, for Capre have negotiated to print sections of some of Ken's water painted scenes onto T-Shirts and Sloppy Joes. The reproduction is excellent with the four colour printing process being employed. The C38 class at Cootamundra has been reproduced in part with a black border which in turn has either a blue or green border, the lettering below being magenta and blue or green. The image size of the print is 290mm x 290mm.

The prints have only been reproduced on adult sized shirts (S to XL), the print size being too large for smaller garments. Both T-Shirts and Sloppy Joes are from the Lisa range which are manufactured in Australia from polyester/cotton material. All garments are white, which is the only background upon which the four colour printing has any realistic definition.

The other scenes reproduced at present included 48103 at Rydal and 3036 at Carcoar. The T-Shirt retails for \$14.50 while the Sloppy Joe is priced at \$25.00.

These are very impressive reproductions and quite different and more colourful from the line drawings currently used on clothing.

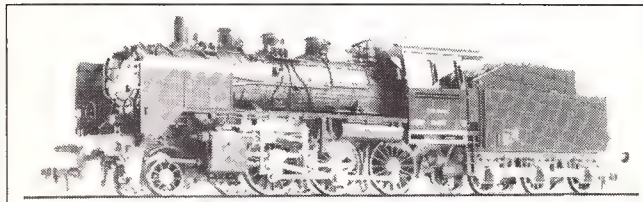
Bob Gallagher.



NSW C30T locomotive kit in HO scale by DJH — Imported by Footplate Models.

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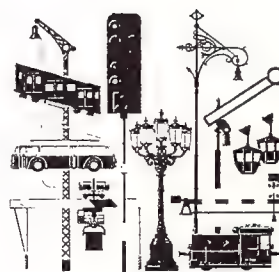
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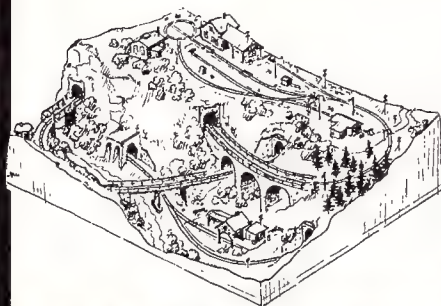


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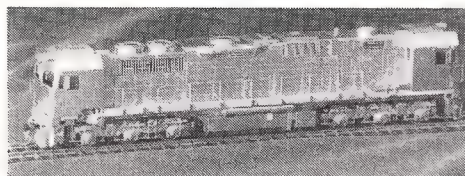
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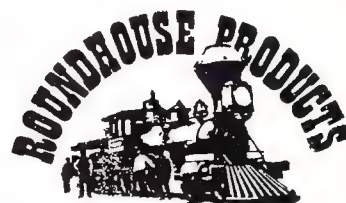
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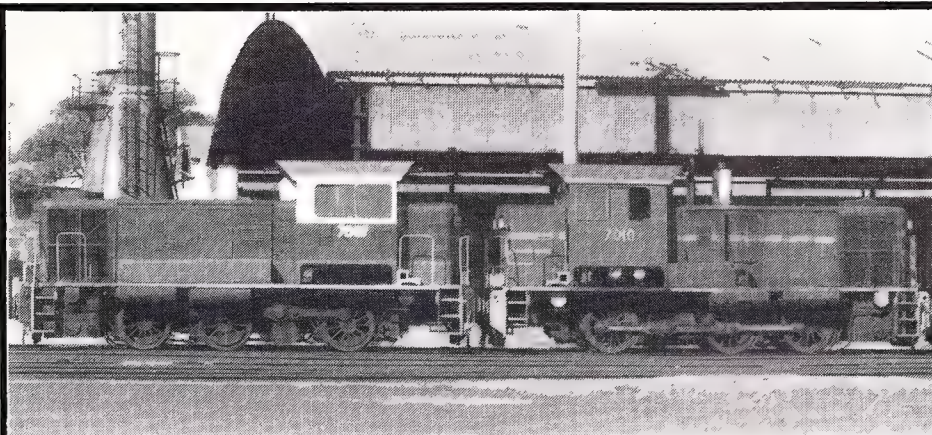
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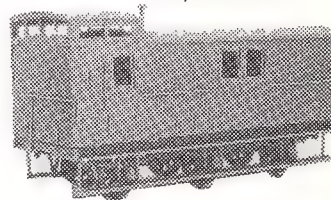
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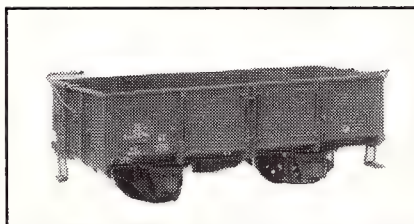


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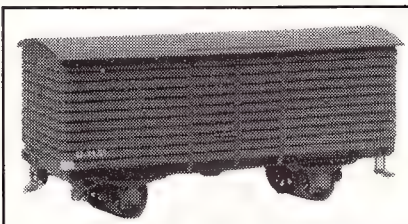


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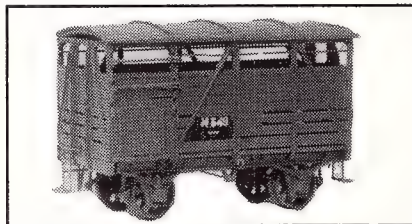
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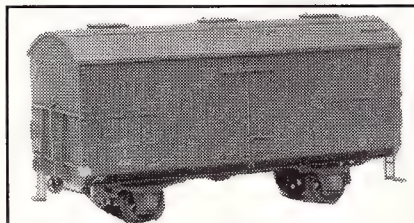


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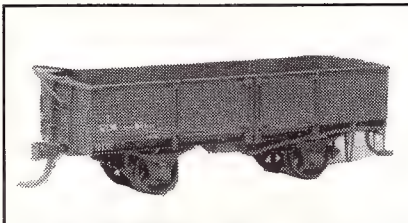


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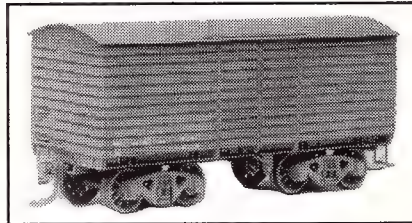
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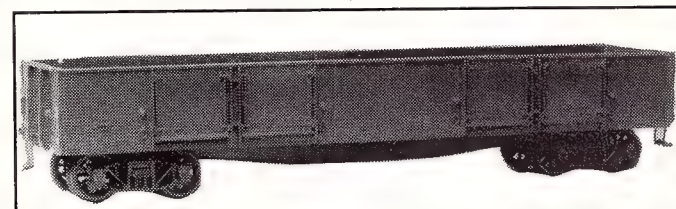
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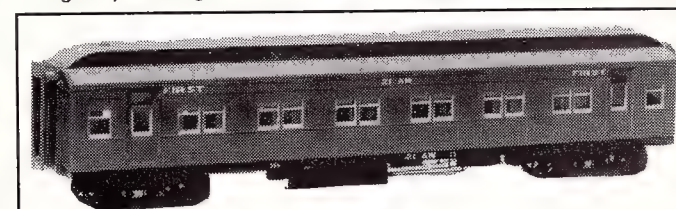
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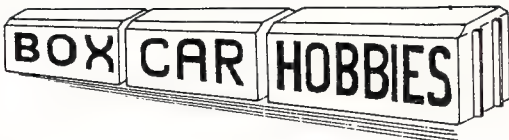
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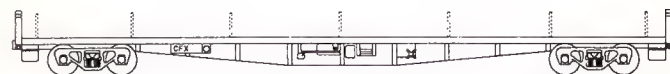
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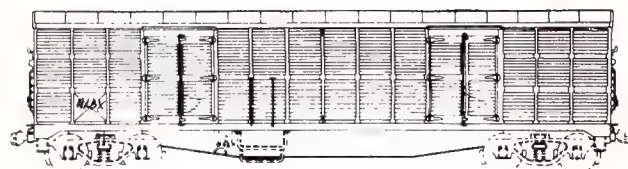
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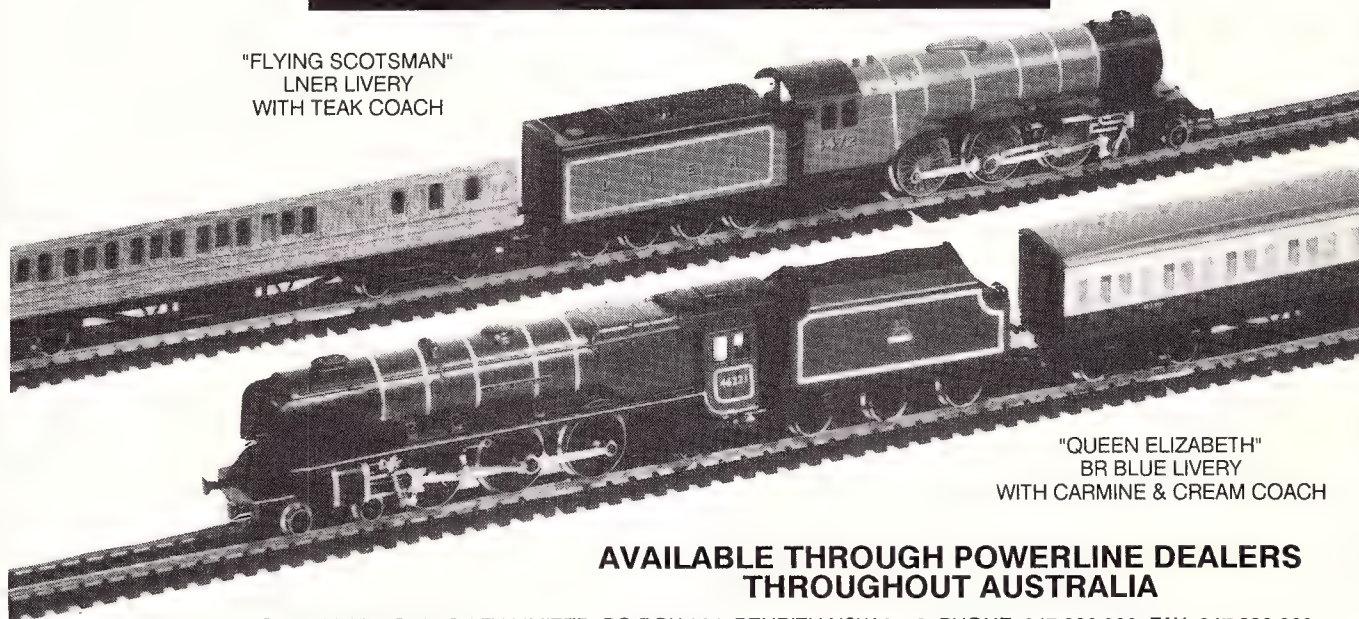


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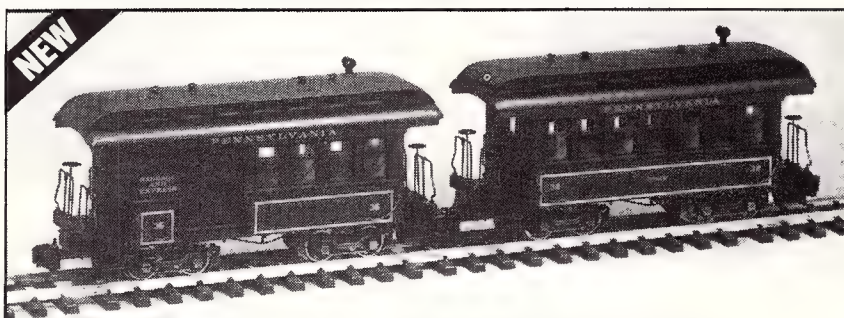
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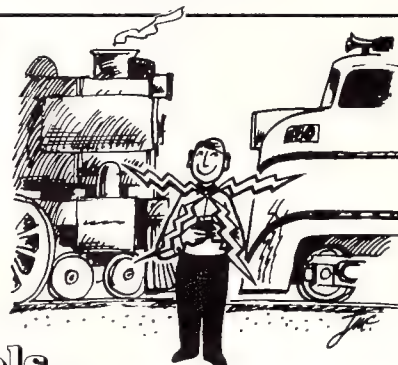
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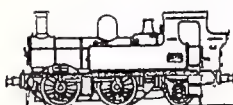
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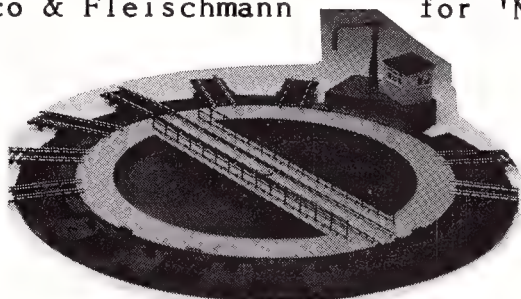
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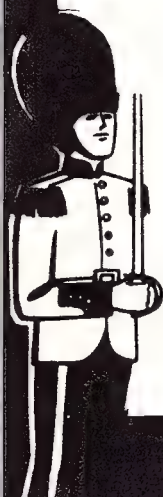
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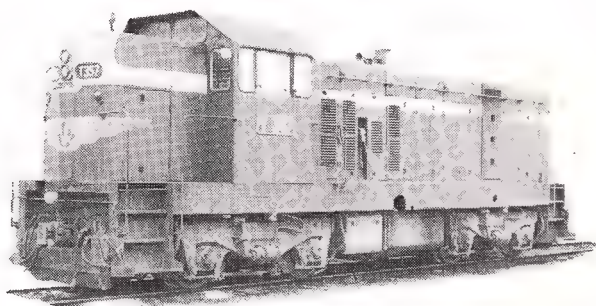
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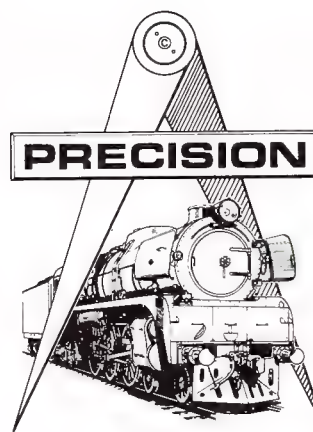
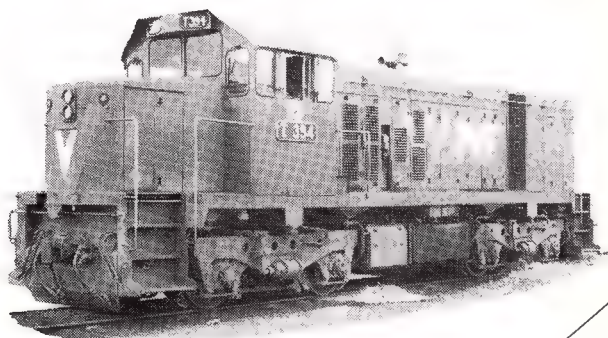
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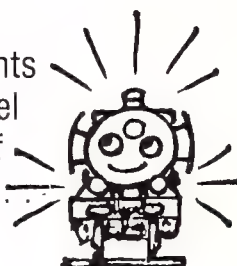
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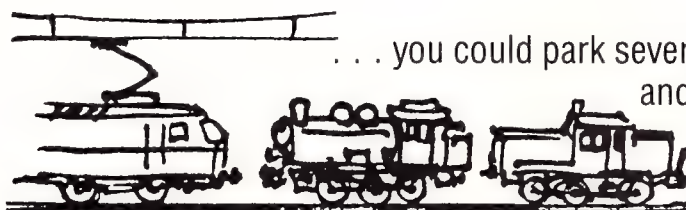
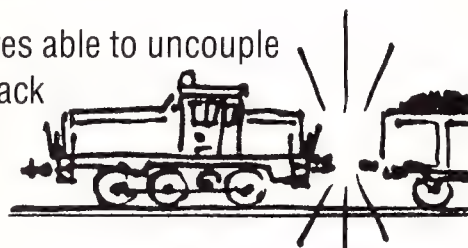
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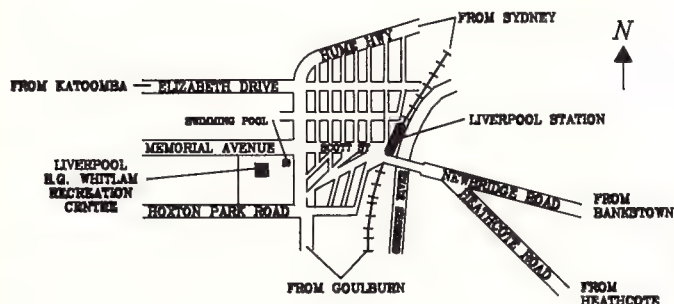
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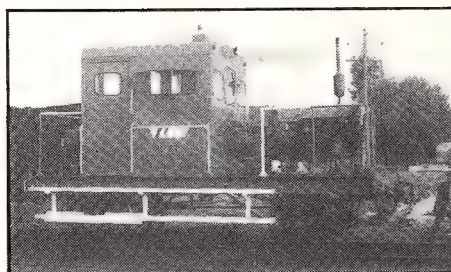
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Australian MODEL RAILWAY Magazine, August 1989, Page 77.

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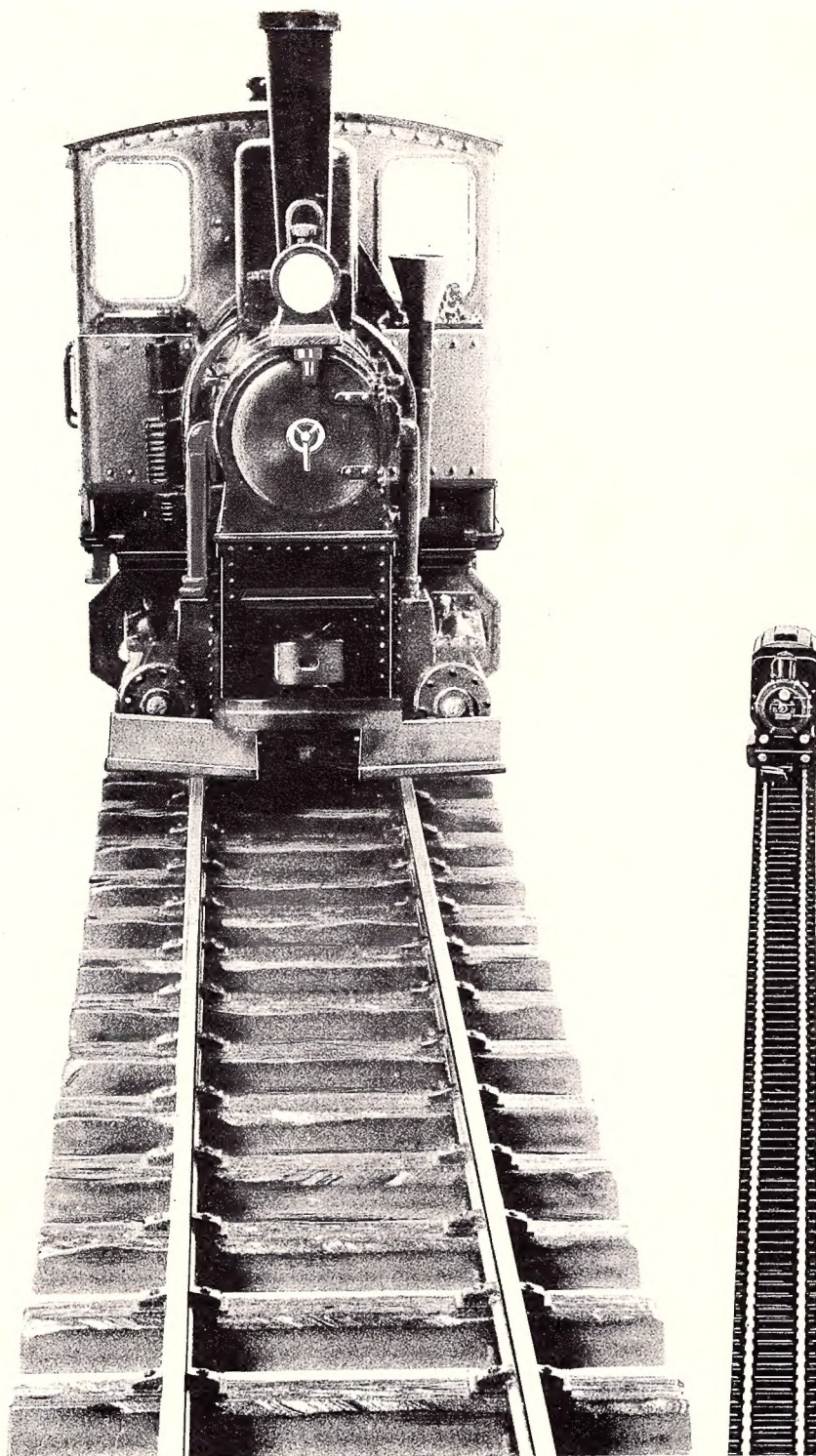
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